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THE ARMY.

WAR DEPARTMENT.

W. W. Belknap, Secretary of War.

Brigadier-General E. D. Townsend, Adjutant-General.

G. O. No. 96, WASHINGTON, July 27, 1874.

I. The Court of Inquiry of which Major John Green, First Cavalry, is President, instituted at the request of Captain W. H. Bell, Commissary of Subsistence, to inquire into a deficiency of public funds in the hands of Captain Bell, as exhibited in the report of an inspection of his money accounts made by Colonel James A. Hardie, Inspector-General, May 29, 1873, has reported the following finding and opinion:

Finding.—“After a thorough examination of all the papers and accounts of Captain Bell, the Court finds that the deficiency of \$864.88 reported by Colonel James A. Hardie, Inspector-General, did exist at the time of that inspection.”

Opinion.—The Court is of opinion—

1. “That the deficiency occurred through the careless manner in which Captain Bell kept his accounts while Commissary of Subsistence during the time covered by this investigation.”

2. “That there never has existed, at any time, any intention whatever on the part of Captain Bell to defraud the Government in any way, or to conceal from the proper accounting officers the fact that a difference existed between their accounts and his own.”

II. The proceedings, finding, and opinion of Court are, in the main, approved by the Secretary of War. In view of these proceedings, and of the fact that Captain Bell has now made good to the United States the amount of his deficit, no trial of this officer by court-martial will at this time be ordered. It is to be regretted there should have been any occasion for this investigation, and it is hoped that Captain Bell will so conduct his business hereafter as to save himself and the Government from similar trouble and expense.

G. O. No. 101, WASHINGTON, August 1, 1874.

In accordance with a decision of the accounting officers of the Treasury Department, G. O. No. 24, War Department, Adjutant-General's Office, 1874, is revoked, and hereafter all money collected on account of ordnance and ordnance stores which in any manner whatever have been lost, stolen, damaged or destroyed, will be covered into the Treasury to the credit of current appropriations to be designated by the Chief of Ordnance, and used for the replacement of the stores lost or stolen and the restoration of the damaged stores to serviceable condition.

Casualties among the Commissioned Officers of the U. S. Army reported to the Adjutant-General's Office during the week ending Saturday, August 1, 1874.

Major Eugene W. Crittenden, Fifth Cavalry—Died August 1, 1874, at Camp Bowie, A. T.
Surgeon Adam N. McLaren, U. S. Army—Died August 1, 1874, at Boston, Mass.

First Lieutenant Robert M. Hall, First Artillery—Died July 18, 1874, at Summerville, S. C.

First Lieutenant Horatio Potter, Jr., Seventeenth Infantry—Died July 25, 1874, at New York City.

Second Lieutenant Richard H. Poillon, Twenty-third Infantry—Resigned August 1, 1874.

Captain George T. Olmsted, Jr., Second Artillery—Dismissed July 24, 1874.

First Lieutenant George B. McDermott, Twenty-third Infantry—Cashiered July 24, 1874.

Second Lieutenant John Aspinwall, Seventh Cavalry—Dropped for desertion July 12, 1874.

NOTE.—No Circulars were issued from the A.-G. O., W. D., for the week ending July 18 and 25, 1874.

ABSTRACT OF SPECIAL ORDERS.

Issued from the War Department, Adjutant-General's Office, for the week ending August 8, 1874.

Tuesday, July 28.

Discharged.—Private John L. Hawkins, General Service; Charles Lonney, K, First Artillery.

A Board of Survey to consist of Colonel C. L. Kilburn, Assistant Commissary-General of Subsistence; Colonel Daniel McClure, Assistant Paymaster-General; Major Chauncey McKeever, Assistant Adjutant-General; will, on a date to be fixed by the members, assemble at the Jeffersonville Depot of the Quartermaster's Department, Jeffersonville, Indiana, to examine and fix the responsibility for damage to certain clothing invoiced as new by Captain J. W. Scully, Assistant Quartermaster at Fort Rice, D. T.

The junior member of the Board will act as Recorder.

The Quartermaster's Department will furnish James Farnsworth, formerly private, General Service, with transportation from Fort Columbus, N. Y. H., to Washington, to enable him to enter the Soldiers' Home.

Par. 19, S. O. No. 260, August 5, 1864, from this office, directing the transfer to the Veteran Reserve Corps of Private Joseph Russell, 96th Company, First Battalion Veteran Reserve Corps, be revoked and that

he be returned to the Second Illinois Artillery, is revoked, he having been discharged the service prior to its issue.

Par. 17, S. O. No. 83, April 16, 1874, from this office, in relation to Private Charles Lonney, K, First Artillery, is revoked.

Wednesday, July 29.

Discharged.—Privates Patrick Codey, F, Twelfth Infantry; Frank Duval, E, First Cavalry.

So much of Par. 7, S. O. No. 4, January 8, 1874, from this office, in relation to Private William Cook, B, Ninth Infantry, is revoked.

Under the provisions of the Act of Congress approved June 6, 1874, Major Asa Bird Gardner, Judge-Advocate, is assigned to be Professor of Law at the U. S. Military Academy, West Point, N. Y., and will report in person to the Superintendent thereof for duty accordingly on or before the 28th of August next.

Thursday, July 30.

First Lieutenant J. T. Kirkman, Tenth Infantry, will proceed to San Antonio, Texas, in time to communicate with Albert L. McLean, U. S. Commissioner at San Antonio, on the 1st day of September, 1874, as a witness in the case of Albert Wood v. The United States. As soon as his presence can be dispensed with Lieutenant Kirkman will return to his proper station.

The Quartermaster's Department will furnish Augustus Throhan, formerly 2d class private, Ordnance Detachment, with transportation from Benicia, Cal., to Washington, D. C., to enable him to enter the Soldiers' Home.

Discharged.—Privates John W. Pierce, E, Sixth Infantry; Jerry Vandiver, B, Tenth Cavalry.

Ordnance Sergeant Thomas G. Dennen, will be relieved from duty at Jackson Barracks, La., by a non-commissioned officer to be designated temporarily by the Department Commander, and on being so relieved will proceed to Fort Abraham Lincoln, D. T., and report to the commanding officer to relieve Ordnance Sergeant Eugene Walsh, of his duties at that post. On being thus relieved Ordnance Sergeant Walsh will proceed to Jackson Barracks, La., and report to the commanding officer of that post for duty.

Friday, July 31.

Sergeant P. A. Ball and Private P. Powledge, H, Third Artillery, having completed the duty assigned them in S. O. No. 74, July 29, 1874, from Headquarters David's Island, N. Y. H., will return to their station at David's Island without unnecessary delay.

The General Court-martial appointed to meet at St. Louis Barracks, Mo., by Par. 39, S. O. No. 103, May 11, 1874, and reconvened by Par. 13, S. O. No. 144, July 2, 1874, from this office, will again reconvene at that post on the 6th day of August, 1874, or as soon thereafter as practicable, for the trial of such prisoners as may be brought before it.

The extension of leave of absence granted First Lieutenant Charles L. Davis, Tenth Infantry, in S. O. No. 8, February 27, 1874, from Headquarters of the Army, is further extended two months.

Leave of absence for one year on Surgeon's certificate of disability is granted First Lieutenant Louis V. Caziarc, Second Artillery, with permission to go beyond sea.

Transferred.—Privates Dennis Wood and Peter Studer, F, Third Cavalry, to C, Ninth Infantry; John P. Stacy, F, Eleventh Infantry, to D, Twenty-second Infantry.

Discharged.—Privates Jerome Grienberger, I, Nineteenth Infantry; Hollis Weaver, K, Sixteenth Infantry; Charles E. Colby, M, Sixth Cavalry.

So much of Par. 2, S. O. No. 130, June 12, 1874, from this office, as directs that Private James Kelly, A, Eighth Infantry, be transferred to Company H, Fourth Infantry, is revoked.

Saturday, August 1.

Discharged.—Private John H. Connor, D, Twenty-first Infantry.

Par. 3, S. O. No. 133, June 16, 1874, from this office, directing that Private Edward Dillon, L, Fourth Cavalry, be restored to duty without trial and transferred to B, Nineteenth Infantry, is revoked.

Private Andrew Newlands, K, Fourth Artillery, now serving with I, Twenty-third Infantry, is transferred to that command.

The Commanding General Department of the Platte will grant a furlough for four months, with permission to go beyond sea, to First Sergeant Jno. Muschaweckh, K, Second Cavalry.

Monday, August 3.

Discharged.—First Class Private Henry T. Whyte, Ordnance Detachment; Privates James P. Chandler, Lewis J. Winslow, Elmer Jones, Albert Remillard, James Tuite, Frank Bootz, Augustus Combs, and William E. Weise, General Service U. S. Army.

HEADQUARTERS OF THE ARMY.

W. T. Sherman, General of the Army of the United States.

Colonel W. D. Whipple, Assistant Adjutant-General.

1. Upon the recommendation of the regimental commander, and with the approval of the Department and Division commanders, the following transfers are announced in the First Artillery: First Lieutenant R. G.

Shaw, from Company I to Company E, vice First Lieutenant Thomas Ward, from Company E to Company I. (S. O. No. 27, July 29.)

2. The leave of absence granted First Lieutenant A. G. Hennisee, Eighth Cavalry, in S. O. No. 33, Par. 3, c. s., Headquarters Department of the Missouri, and extended two months by S. O. No. 17, Par. 1, c. s., from Department Headquarters, is further extended fifteen days. (Ibid.)

1. The leave of absence granted First Lieutenant C. S. Roberts, Seventeenth Infantry, by Par. 2, S. O. No. 24, Headquarters Department of Dakota, 1874, and extended two months by Par. 2, S. O. No. 20, c. s., from Department Headquarters, is further extended one month. (S. O. No. 28, August 1.)

2. So much of S. O. No. 19, c. s., from Department Headquarters, as transfers the Lieutenants of the Second and Fifth Regiments of Artillery for the two years' course of instructions indicated in General Orders No. 14, series of 1849, and Special Orders No. 141, series of 1870, from Department Headquarters, is revoked and the following substituted:

Second Artillery—First Lieutenant W. P. Vose, from Company D to Battery A, vice First Lieutenant George Mitchell, from Battery A to Company D; First Lieutenant W. S. Starring, from Company M to Battery A, vice First Lieutenant A. C. Taylor, from Battery A to Company M.

Fifth Artillery—First Lieutenant B. K. Roberts, from Battery F to Company E, vice First Lieutenant G. W. Crabb, from Company E to Battery F; Second Lieutenant A. L. Morton, from Battery F to Company E, vice Second Lieutenant G. E. Sage, from Company E to Battery F. (Ibid.)

1. The leave of absence for thirty days granted Major C. L. Best, First Artillery, by S. O. No. 105, c. s., Headquarters Department of the Gulf, is extended three months. (S. O. No. 29, August 3.)

2. The leave of absence for thirty days granted Post Chaplain George P. Van Wyck, U. S. Army, by Par. 1, S. O. No. 6, c. s., Headquarters Department of the South, and extended thirty days by S. O. No. 22, Headquarters Division of the South, 1874, is further extended thirty days. (Ibid.)

1. The leave of absence for sixty days granted Captain R. H. Jackson, First Artillery, by S. O. No. 26, c. s., Headquarters Division of the South, is extended thirty days. (S. O. No. 30, August 5.)

2. Upon the recommendation of the regimental commander, the following transfers are announced in the Ninth Infantry: First Lieutenant W. W. Rogers, from Company G to Company F, vice First Lieutenant W. L. Carpenter, from Company F to Company G. (Ibid.)

MILITARY DIVISION OF THE MISSOURI.

Lieutenant-Gen. P. H. Sheridan: Hdqrs Chicago, Ill.

DEPARTMENT OF DAKOTA.

Brig.-General Alfred H. Terry: Headquarters, St. Paul, Minn.

Sixth Infantry.—Leave of absence for thirty days was July 24 granted Lieutenant-Colonel Daniel Huston, Jr.

Inspections.—Lieutenant-Colonel E. S. Otis, Twenty-second Infantry, acting assistant inspector-general of the department, was July 25 ordered to make a thorough inspection of all posts in the District of Montana and the Paymaster's Department at Helena.

Seventeenth Infantry.—Leave of absence for thirty days on surgeon's certificate of disability, was July 25 granted Second Lieutenant Charles Metcalfe.

Medical Department.—Leave of absence for thirty days was July 22 granted Acting Assistant Surgeon J. B. Ferguson, U. S. Army, with permission to apply through the proper channels for an extension of thirty days on condition of his providing medical attendance satisfactory to his post commander, without expense to the United States.

First Infantry.—A General Court-martial was appointed to meet at Fort Randall, D. T., August 6. The following officers of this regiment were detailed for the court: Lieutenant-Colonel Pinkney Lugenbeel; Captains Kinzie Bates, R. E. Johnston, Fergus Walker, G. S. Gallupe, W. N. Tisdall; First Lieutenant Allen Smith; Second Lieutenant H. C. Johnson. Second Lieutenant D. M. Scott, judge-advocate.

Twentieth Infantry.—Leave of absence for thirty days has been granted Second Lieutenant Herbert Cushman, with permission to apply through the proper channels for an extension of sixty days, the leave to take effect after the 15th of August.

Fort Snelling.—A General Court-martial was appointed to meet at Fort Snelling, Minn., July 27. Surgeon A. Heger, U. S. Army, and the following officers of the Twentieth Infantry were detailed for the court: Colonel George Sykes; Captain H. G. Thomas; First Lieutenants J. S. Stafford, T. W. Lord, John Bannister; Second Lieutenants W. W. Wood, W. H. Low, Jr., Second Lieutenant J. B. Rodman, judge-advocate.

Seventh Cavalry.—Major Lewis Merrill having reported at department headquarters returning from sick leave of absence was July 27 ordered to take station at Fort Rice, D. T., until further orders.

DEPARTMENT OF THE MISSOURI.

Brigadier-General John Pope: Headquarters, Fort Leavenworth.

Sixth Cavalry.—The leave of absence for seven days granted First Lieutenant J. H. Sands was July 22 extended five days.

Second Lieutenant G. S. Anderson, Sixth Cavalry, was July 29 ordered to report, in person, to Colonel N. A. Miles, Fifth Infantry, for duty as acting engineer officer of the expedition under his command.

The commanding officer Sixth Cavalry was July 25 directed by telegraph to order Company B, Sixth Cavalry, to proceed from Grinnell Station to Fort Dodge, Kas.

Fifteenth Infantry.—First Lieutenant J. B. Engle was July 23 ordered to relieve Second Lieutenant E. A. Godwin, Eighth Cavalry, of his duties as A. A. Q. M. and A. C. S., at Fort Selden, N. M., receipting to the latter officer for all public funds and property for which he is responsible. Upon being so relieved, Lieutenant Godwin will proceed to Fort Wingate, N. M., and report to the commanding officer of that post for duty with his company.

Nineteenth Infantry.—Captain J. H. Smith was July 20 ordered to proceed, without delay, from Fort Lyon, C. T., to Chicago, Ill., and report in person to the Lieutenant-General commanding the Military Division of the Missouri.

Medical Department.—A. A. Surgeon L. A. LaGarde, U. S. Army, was July 20 relieved from duty with Company A, Sixth Cavalry, and ordered to Fort Union, N. M., to report to the commanding officer of that post for duty with the three companies of cavalry now in the field between Forts Lyon and Union.

Hospital Steward W. C. Freeman, U. S. Army, was July 17 relieved from duty at Camp Supply, I. T., and ordered to Fort Dodge, Kas.

Assistant Surgeon W. E. Waters, U. S. Army, was July 29 ordered to report at once, in person, to the medical director of the department, and A. A. Surgeon M. O'Brien, U. S. Army, was directed to accompany the three companies of the Sixth Cavalry now under orders to march from Fort Lyon, C. T., to Fort Dodge, Kas.; Assistant Surgeon W. E. Waters, U. S. Army, was at same date ordered to return to Fort Riley, Kas., and from thence proceed, without delay, to Fort Dodge, Kas., reporting, in person, upon arrival, to Colonel N. A. Miles, Fifth Infantry, for duty.

A. A. Surgeon M. M. Shearer, U. S. Army, was July 29 ordered to Fort Riley, Kas., relieving Assistant Surgeon W. E. Waters, U. S. Army (ordered to report in person to the medical director of the department.)

Fifth Infantry.—The commanding officer Fort Dodge, Kas., was directed by telegraph July 29 to send First Lieutenant George McDermott, to Fort Riley, Kas., to relieve Second Lieutenant T. F. Forbes, of his duties at that post.

Eighth Cavalry.—Captain J. F. Randlett was July 20 relieved from duty as member of the board of officers for the purchase of horses for the Sixth and Eighth Cavalry, and ordered to take charge of the horses purchased for his regiment, conduct them to Fort Union, N. M., and, on arrival thereat, report by letter to the commanding officer Eighth Cavalry, who will assign the horses to the different companies of his regiment.

The commanding officer District of New Mexico was July 24 by telegraph directed to order Major A. J. Alexander, 8th Cavalry, to proceed at once, in command of the two companies of the 8th Cavalry stationed at Fort Union, N. M., to Emery's Rancho, C. T., and there take post; to order the company of the Eighth Cavalry stationed at Fort Garland, C. T., to proceed at once to Emery's Rancho and report to Major Alexander; also, to order Major W. R. Price, Eighth Cavalry, to proceed at once, with the three companies of the Eighth Cavalry stationed at Fort Wingate, N. M., to Fort Union, N. M., for temporary service.

Quartermaster's Department.—Captain C. H. Hoyt, A. Q. M., U. S. Army, was July 20 ordered to relieve Major J. J. Dana, quartermaster, U. S. Army, of his duties as depot quartermaster at Fort Leavenworth, receipting to the latter officer for all public funds and property for which he is responsible.

Operations Against Indians.—In accordance with department orders, an expedition will be immediately organized at Fort Dodge, Kas., for active operations in the Indian Territory, and will consist of four companies of the Fifth Infantry and eight companies of Sixth Cavalry, with such Indian scouts and guides as may be necessary. The following companies are designated for this service, viz.: Companies I, C, D, and E, of the Fifth Infantry, and Companies A, D, F, G, H, I, L, and M, Sixth Cavalry. The three companies of the Sixth Cavalry at Fort Lyon will, under the command of Major James Biddle, march forthwith to Fort Dodge, carrying with them the usual amount of transportation for field service and all the ammunition on hand at the post for cavalry arms, not to exceed, however, two hundred rounds to the gun. Company E, Fifth Infantry, now at Fort Riley, will proceed by rail to Fort Dodge, Kas., and report to the commanding officer of the expedition, leaving a small guard not to exceed six men with a trustworthy non-commissioned officer to take care of the post. Company I, Fifth Infantry, will also proceed to Dodge by rail, and report in like manner. Colonel N. A. Miles, Fifth Infantry, is assigned to the command of the expedition, and will proceed to Fort Dodge to meet and organize the force herein designated. For the purpose of doing this effectually, he is authorized to assume temporarily the command of Fort Dodge so far as it may be necessary. Major C. E. Compton, Sixth Cavalry, is assigned to duty with the expedition, and will report accordingly.

DEPARTMENT OF THE PLATE.

Brigadier-General E. O. C. Ord: Headquarters, Omaha, Neb.

Eighth Infantry.—On account of sickness in a

family, and with the consent of the commanding general, Military Division of the Pacific, First Lieutenant John O'Connell was July 22 assigned to temporary duty at Fort D. A. Russell.

Fourth Infantry.—First Lieutenant James H. Spencer was July 22 ordered to report, in person, for temporary duty, to the commanding officer of Company D, Second Cavalry.

Corps of Engineers.—Captain W. S. Stanton, Corps of Engineers, with one assistant, was July 22 ordered to proceed to Fort Sanders, W. T., and make a survey of the reservation of that post as reduced by act of Congress, approved June 9, 1874.

Medical Department.—To enable him to comply with orders from the War Department, appointing him president of the Army Medical Examining Board, to assemble in New York City on the 4th of August, Surgeon Joseph B. Brown, Medical Department, has been relieved from duty as medical director of this department on the 31st instant. In addition to his other duties, Surgeon Charles Page, Medical Department, will act as medical director of this department until the arrival of the medical officer ordered to that duty.

Omaha Barracks.—A General Court-martial was appointed to meet at Omaha Barracks, Neb., July 21. Major James S. Brisbin, Second Cavalry, and the following officers of the Ninth Infantry were detailed for the court: Captains Andrew S. Burt, Frederick Mears, Edwin Pollock; First Lieutenants Leonard Hay, adjutant, William B. Pease, William E. Hofman. First Lieutenant James Regan, judge-advocate.

Ninth Infantry.—Leave of absence for thirty days was July 20 granted Major E. F. Townsend.

Chaplain.—Leave of absence for thirty days, with permission to apply for an extension of sixty days was July 20 granted Post Chaplain Z. Ragan, U. S. Army.

Second Cavalry.—The commanding officer of Fort Laramie was July 20 ordered to send, under proper guard, to be commanded by First Lieutenant M. E. O'Brien, prisoners to the military prison at Fort Madison, Iowa.

Leave of absence for thirty days, with permission to apply for an extension of three months, was July 21 granted First Lieutenant M. E. O'Brien, Second Cavalry.

Third Cavalry.—The commanding officer of Sidney Barracks was July 21 ordered to send prisoners, under guard of eight enlisted men, to be commanded by 2nd Lieutenant Henry R. Lemly, to the military prison at Fort Madison, Iowa.

DEPARTMENT OF TEXAS.

Brigadier-General C. C. Augur: Headquarters, San Antonio, Texas.

Fourth Cavalry.—First Lieutenant L. Warrington, in charge of a detachment of recruits for the Fourth and Ninth Cavalry, was July 21 ordered upon his arrival at Austin, Texas, to proceed with the former to Fort Clark, Texas, via San Antonio, Texas, reporting, on his arrival, to the commanding officer.

The Fourth Cavalry, except two companies to be left at Fort Clark and one company to be left at Fort Duncan, and the two companies now at Fort McKavett, were in accordance with department orders of July 23 to be ordered at once to Fort Concho by the colonel of the regiment, who, after organizing the movement, will, at the commencement of its execution, report in person at department headquarters. If he thinks it advisable, he may order also one company of the Tenth Infantry, at Fort Clark, to accompany the cavalry.

Quartermaster's Department.—Leave of absence for thirty days, with permission to apply at headquarters Military Division of the Missouri for an extension of thirty days, was July 23 granted Captain A. S. Kimball, A. Q. M., U. S. Army.

Medical Department.—The contract of A. A. Surgeon R. W. Dorsey, U. S. Army, now at Fort Richardson, Texas, was annulled July 24, to take effect July 31, 1874.

New Arms.—The chief ordnance officer of the department was ordered July 24 to issue to Companies I and M, Ninth Cavalry, and Company E (mounted), Twenty-fourth Infantry, the Colt's revolvers, calibre .45, with ammunition. On their receipt, the commanding officers of these companies will turn in to the San Antonio Arsenal all other revolvers and pistol ammunition in their possession.

Fort Clark.—Before a G. C. M. which convened at Fort Clark, Texas, May 4, 1874, of which Lieut. Col. William R. Shafter, Twenty-fourth Infantry, is president, and First Lieutenant Leopold O. Parker, adjutant, Fourth Cavalry, judge-advocate, First Lieutenant Dominick Lynch, Jr., Fourth Cavalry, was arraigned and tried, and found guilty on the charge of "Breach of Arrest," and sentenced "To be borne on the Official Army Register of the U. S. Army, and to take rank in the list of first lieutenants of his regiment next after First Lieutenant O. W. Budd, Fourth Cavalry."

Tenth Cavalry.—The leave of absence for seven days granted Second Lieutenant Q. O. M. Gillmore was July 20 extended thirty days, with permission to apply for an extension of thirty days.

Leave of absence for thirty days, on surgeon's certificate of disability, was July 23 granted Second Lieutenant J. W. Myers, Tenth Cavalry.

Before a General Court-martial which convened at Fort Sill, I. T., July 1, 1874, of which Colonel William H. Wood, Eleventh Infantry, is president, and Captain G. K. Sanderson, Eleventh Infantry, judge-advocate, First Lieutenant Charles E. Nordstrom, Tenth Cavalry, was arraigned and tried on the following charges: Charge I—"Striking a non-commissioned officer, to the prejudice of good order and military discipline." Charge II—"Disobedience of orders." The specifications allege the forbidden use of a public horse, and the neglect to turn over the company fund

when ordered. Charge III—"Conduct unbecoming an officer and a gentleman." The specifications alleging false and malicious statements. Charge IV—"Disrespectful conduct towards his commanding officer, in violation of the 6th Article of War." Additional Charge—"Conduct to the prejudice of good order and military discipline." In this, that he did fail to bring one of his men to trial, for an alleged offence, in the manner prescribed by law and regulations; and did inflict an arbitrary and illegal punishment upon him by causing him to carry a log during the night at the guard-house without the knowledge of the post commander, Captain C. F. Robe, Twenty-fifth Infantry. The court found the accused guilty on all the charges except the third charge, in lieu of which they found him guilty of conduct to the prejudice of good order and military discipline. Sentence, "To be suspended from rank and command for the period of six calendar months; and to forfeit \$75 per month, of his monthly pay, for the same period; and to be confined to the limits of the post where his company may be serving for the same period." In the foregoing case of First Lieutenant Charles E. Nordstrom, Tenth Cavalry, the proceedings, findings and sentence are approved, and the sentence will be duly executed.

MILITARY DIVISION OF THE SOUTH.

Major-General I. McDowell: Headquarters, Louisville, Ky.

DEPARTMENT OF THE SOUTH.

Major-General I. McDowell: Headquarters, Louisville, Kentucky.

Medical Department.—A. A. Surgeon S. S. Beach, U. S. Army, was assigned to duty at McPherson Barracks, Atlanta, Ga., to date from the 25th of July.

Sixteenth Infantry.—Leave of absence for sixty days, on surgeon's certificate of disability, with permission to leave the limits of the division, was July 25 granted Second Lieutenant George M. Love.

DEPARTMENT OF THE GULF.

Colonel W. H. Emory: Headquarters, New Orleans, La.

Vicksburg, Miss.—Par. 1 of S. O. No. 112, c. a., from department headquarters is revoked and the following is substituted therefor: By authority of the division commander, the commanding officer of Atlanta, Ga., will designate two companies of his command to be held in readiness to proceed to Vicksburg, Miss., on temporary duty, to insure the citizens against domestic violence. The companies when moved will take camp equipage with them and will be rationed for fifteen days. Major E. R. Platt, assistant adjutant-general, U. S. Army, was on the same date ordered to Vicksburg, Miss., on public business.

Medical Department.—A. A. Surgeon Philip Van Patten, U. S. Army, was July 31 assigned to duty at Little Rock Barracks, Little Rock, Ark., to date from July 27.

Pay Department.—Major J. R. Mears, paymaster, U. S. Army, was ordered July 25 to pay the troops at Baton Rouge, and Colfax, La., and Major George L. Febiger, paymaster, U. S. Army, the troops at Holly Springs, Miss.

MILITARY DIVISION OF THE ATLANTIC.

Major-General W. S. Hancock: Headquarters, New York.

Officers Registered.—The following officers were registered at headquarters Military Division of the Atlantic, for the week ending August 4, 1874: Captains W. H. H. Benyaurd, Corps of Engineers, N. Prime, Tenth Infantry; First Lieutenant A. D. B. Smead, Third Cavalry; Second Lieutenant Charles Braden, Seventh Cavalry; Captains John V. Furey, Assistant Quartermaster; W. H. Brown, Fifth Cavalry; First Lieutenant Charles S. Davis, Tenth Infantry; Captain D. H. Cortelyou, U. S. Army; Major Jared A. Smith, Corps of Engineers; Captain M. H. Stacey, Twelfth Infantry; Second Lieutenant Clarence Deems, Fourth Artillery.

Surgeon's Department.—Leave of absence for ten days was August 1 granted Assistant Surgeon Joseph H. T. King, U. S. Army.

Fort Monroe.—A General Court-martial was appointed to meet at Fort Monroe, Va., July 28. Detail for the court: Captains Richard Loder, Fourth Artillery; James W. Piper, Fifth Artillery; John R. Myrick, Third Artillery; First Lieutenants Edward D. Wheeler, First Artillery; Frank Thorp, Fifth Artillery; Second Lieutenants John A. Campbell, Second Artillery; William B. Homer, Fifth Artillery. First Lieutenant Alonzo E. Miltmore, First Artillery, judge-advocate.

Fort Hamilton.—A General Court-martial was appointed to meet at Fort Hamilton, N. Y. H., July 27. The following officers of the Third Artillery were detailed for the court: Captain Alexander Piper; First Lieutenants James B. Burbank, Edward C. Knower, John B. Eaton, Charles S. Heintzelman; Second Lieutenants Joseph H. Calif, Charles W. Hobbs. Second Lieutenant Asa T. Abbott, judge-advocate.

MILITARY DIVISION OF THE PACIFIC.

Major-Gen. J. M. Schofield: Headquarters, San Francisco, Cal.

Twenty-first Infantry.—Captain Richard F. O'Beirne, recruiting officer at Sacramento, was July 8 ordered to close and relinquish the rendezvous in that city, and transfer the recruiting party, and property for which he is accountable, to San Francisco, where he is assigned to duty to relieve Captain George K. Brady, Twenty-third Infantry, of his duties and the property pertaining to the recruiting service in that city.

Twenty-third Infantry.—Leave of absence for sixty days was granted Captain George K. Brady, with pre-

mission to go beyond the limits of this division, and apply to the Adjutant-General for an extension of two months. Leave to take effect on the 21st of July.

Company Farriers and Blacksmiths.—A letter from the War Department, Adjutant-General's Office, to the following effect is published: "Referring to the communication from the commanding officer, Company B, First Cavalry, of April 2, 1874, in which he asks whether company farriers and blacksmiths, when employed under the orders of the post quartermaster, are entitled to extra-duty pay, I have respectfully to inform you that company farriers and blacksmiths, when employed under the orders of the post quartermaster, are entitled to extra-duty pay, the same as company artificers and company wagoners when so employed."

Habitually Worthless Enlisted Men.—A Circular from the War Department, Adjutant-General's Office, is published, saying: In transmitting herewith a copy of G. O. No. 62, the Secretary of War directs me to say that until the Army shall have been reduced to 25,000 enlisted men, you are authorized to discharge such men as may be reported by their company commanders as habitually worthless to the service. . . . In order to prevent the deterioration of companies, and also to provide for good soldiers whose terms of service will shortly expire, the General Order permits the re-enlistment of such men at their posts, which will cause no expenditure from the recruiting appropriation."

First Cavalry.—First Lieutenant Alexander Grant, at San Francisco, was July 10 ordered to return to his post, Camp Halleck, without delay.

DEPARTMENT OF THE COLUMBIA.

Colonel Jeff. C. Davis: Headquarters, Portland, Oregon.

Pay Department.—Major Joseph H. Eaton, paymaster, was July 22 announced as chief paymaster of the Department of the Columbia.

Twenty-first Infantry.—From the commissioners of the County of San Juan, Oregon Ty., we have received the following communication bearing the seal of the county:

COUNTY OF SAN JUAN,
OFFICE OF THE AUDITOR, July 11, 1874.

Lieutenant Jas. A. Haughey, Twenty-first U. S. Infantry, Commanding Camp San Juan Island.

SIR: The county commissioners of San Juan County have heard with regret that by command of Brevet Major General Jeff. C. Davis, commanding the Department of the Columbia, Camp San Juan Island is discontinued as a military post from July 1st last. The troops (Company H, Twenty-first Infantry,) will be withdrawn to Fort Townsend, W. T.

The commissioners desire respectfully to put on record an expression of their opinion in regard to the result of removal, also their esteem for you as an officer and gentleman.

They do not anticipate from the withdrawal of your command raids from Northern Indians. They do, however, fear as formerly small bands of British Indians landing (under protest of our own resident Indians) upon our shores for the purpose of shooting game and fishing, and when not successful, killing stock and breaking into settlers' houses during their temporary absence and plundering the same. That this is likely to be repeated and will lead to the settlers protecting themselves, though it may be at the cost of the friendly feeling existing between our own people and those of a neighboring province.

They desire further to show an appreciation for services rendered the county by yourself and command in keeping prisoners, admitting to the garrison hospital and caring for the destitute sick, and to say plainly in their humble opinion, a very proper officer represented his Government at the close of the joint military occupancy of the islands that compose this county. That his acts and deportment in carrying out his orders on the withdrawal of the British garrison were in good taste, acceptable to them as American citizens, and creditable to him as an officer and gentleman, and on leaving our shores he and command carry with them their best wishes for their future success and prosperity. Repeating their regret at the loss the county sustains in your departure, they would also express their regret that the time will not permit of paying their respects in person or preparing a more appropriate manifestation of their regard. A copy of the enclosed will be forwarded to the Department Commander and to the ARMY AND NAVY JOURNAL requesting its publication. Given in vacation by order of the board, under the official seal of the county.

EDWARD D. WARRASS,
Auditor and Clerk of the Board of
Commissioners of San Juan County.

The Indians.—The following despatch was received August 4 at the headquarters of Lieutenant-General Sheridan:

OMAHA, August 3, 1874.

To General B. C. Dunn, Assistant Adjutant-General, Headquarters Division of the Missouri.

Colonel Stanton has just arrived at Laramie from the agencies. He reports large numbers of Indians coming in from the North, who say that Stabber, a prominent Indian in the disturbances last spring at the agencies, and several others were killed by Custer's men. There seems to be much feeling in consequence among Indians coming in and at the agencies. The Indians report the death of twenty-one Indians wounded in the Bates fight.

E. O. C. Ord,
Brigadier-General Commanding.

In the Army Appropriation bill passed at the late session of Congress, it was enacted that "None of the money hereby appropriated shall be used in the purchase of hats, uniform caps, forage caps, uniform coats, uniform jackets, flannel sack coats, and unlined coats, which articles the Quartermaster's Department shall issue from the supply now on hand, known as the old pattern, and none of the articles above enumerated shall be purchased until those now on hand are exhausted." Captain Henry W. Closson, commanding at Savannah, in a letter to the Quartermaster-General, requests that none of the forage caps of the old pattern be issued to his command, as the men will not consent to wear them, but prefer to purchase others of more respectable appearance, from their own resources.

LIEUTENANT-GENERAL SHERIDAN arrived in Buffalo Aug. 4, and is the guest of the Hon. Wm. G. Fargo. He was to remain through the race week.

THE NAVY.

The Editor invites for this department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movement of officers or vessels.

THE *Colorado* arrived at Key West Aug. 2; last from Hampton Roads.

THE *Mayflower* arrived at Portsmouth, N. H., July 31, from Boston.

Six out of eight writers in the construction department at Portsmouth, N. H., Navy Yard, were discharged July 31 by orders from Washington.

THE *Canadaigua* arrived at Key West, July 31, from Santiago de Cuba. All well on board. The *Ossipee* left Key West for Punta Rosa.

THE daily newspaper reports detaching Commander Eastman, Lieutenant Commander McCook, and Sailmaker Seaman from duty at Portsmouth, N. H., is untrue.

THE Secretary of the Navy appointed Naval Constructors Hanscom, Pook and Wilson, a board of examiners to examine applicants for assistant constructors in the United States Navy. The board will meet at Portsmouth, N. H. next week.

REAR ADMIRAL WM. REYNOLDS returned to Washington, July 31, from an inspection of the departments of some of the Eastern yards under his bureau. During the absence of the Secretary of the Navy he will, by virtue of appointment from the President, act as Secretary of the Navy.

On Saturday afternoon Aug. 1, Generals Sherman and Meigs, Colonel Luddington, Rear Admirals C. R. P. Rodgers and Reynolds, and Naval Constructor Isaiah Hanscom visited the Washington Navy Yard, and were received by Commandant (*pro tem*) Captain Pierce Crosby and other officers of the yard. A salute of seventeen guns was fired from the battery in honor of the visit, after which the distinguished party went on board the steamer *Despatch* and took a pleasant sail down the Potomac, returning late in the evening.

COMMANDER GREEN of the United States steamer *Fortune*, lying at the Washington Navy Yard, on Thursday, July 30, assembled the officers and crew, and read a letter from the Secretary of the Navy complimenting Mr. Christopher Fowler, quartermaster of the *Fortune*, for his courage and devotion in rescuing some of the boat's crew off Zapatitan Mexico, on the 11th of May last, and informing him that he will receive a medal of honor as a reward for his heroism. The *Fortune's* crew are to be temporarily transferred to the receiving ship *Relief*. The *Fortune* will be refitted for surveying duty in the Gulf, and be ready about the 15th of October.

THE steamer *Despatch* left Washington at 12 o'clock on Tuesday, with a part of the Naval Committee of the Senate, for the several yards on the coast. The Senators on board were Messrs. Sargent, Norwood and Conover. The others will join her at different points. The vessel is under command of Lieut.-Commander Fred. Rodgers, but Rear-Admiral C. P. Rodgers has been assigned the special duty of accompanying the Committee, and has the control of the movements of the vessel in accordance with the desire of the Committee, and is to see that every facility for discharging the trust Committee to them is promptly and fully afforded. The *Despatch* will touch at Norfolk, Philadelphia, New York, Newport, probably New London, Boston and Portsmouth. At New York the new torpedo boat *Intrepid* will be on hand to give the Committee an opportunity of seeing her, and witnessing experiments with her. She left Boston on Monday last. The experiments at Newport, conducted under Captain Simpson who has command of the Torpedo Station, are expected to be of great interest. The practice ship *Constellation* will also be there, and altogether the occasion will be one of much attraction.

It would seem, says the Washington *Chronicle*, that the U. S. S. *Gettysburg* has indirectly been the means of restoring to its proper place a relic which will be highly appreciated by those who take an interest in American history. Many years ago, when the frigate *United States*, better known as the "Old Wagon," engaged in contest with the British war vessel *Macedonia*, defeated her, and was taken in tow by Commodore Decatur to Boston, her figurehead, representing Philip of Macedonia, was missing some time after her arrival. Recently, while paying a visit to the New York Navy-yard, Captain Luce came across a singular-looking affair resting on the top of a shiphouse. After some investigation the strange object was ascertained to be the long-lost figurehead. Lieutenant Jones, commanding the *Gettysburg*, who, by the way, has already distinguished himself as an antiquary during the recent interoceanic expedition, and who contributed largely to the important scientific results attained, took charge of the relic referred to, and conveyed it on the *Gettysburg* to the Naval Academy at Annapolis. The *Gettysburg* arrived at the Washington yard during the week, with the *Nipsic* in tow. The latter vessel is to be thoroughly repaired. There is now quite an array of vessels at the yard: the *Despatch*, *Wyoming*, *Nipsic*, *Fortune*, *Gettysburg*, *Triana*, *Rescue*, *Relief* and two or three monitors.

In a circular issued July 1, Supervising Jno. M. Woodworth, Supervising Surgeon, U. S. Marine-Hospital Service, says: "Since it not unfrequently happens that a patient, admitted to hospital for a given disease or injury, satisfactorily progresses to convalescence from such a disease or injury, but, before being sufficiently recovered to discharge, may contractor

develop some other, not properly a sequela or complication of the original affection; and as it is obvious that to continue such patient under the original permit and diagnosis would unfavorably represent the practice of the attending physician by showing an undue 'duration under treatment,' and, further, would impair the value of the hospital records for statistical purposes, it is, therefore, hereby ordered, that medical officers of the service, and others having in charge marine patients, will, in such cases, immediately upon the supervision of a new disease or injury, apply to the proper officer for a new permit, stating the facts in the case; and officers charged with the issuing of permits for hospital relief are hereby authorized to grant such applications without delay. Upon the receipt of the new permit, the medical officer will discharge the patient from his records under the original permit, and will make a note of the case under the head of 'remarks' in the Monthly Disease and Injury Report, (Form 15.)"

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

JULY 30.—Lieutenant Perry Garst, to duty in the Asiatic Station, per Pacific Mail Steamer of 22d of August from San Francisco.

Midshipmen Frank J. Milligan, Lucien Flynn, Wm. E. Whitfield, and Charles W. Haskell, to duty in the Asiatic Station, per Pacific Mail Steamer of the 22d of August from San Francisco. Assistant Engineer J. J. Ryan, to the Navy-yard, Philadelphia, on the 3d of September next, for examination preliminary to promotion.

Passed Assistant Engineer M. L. Macarty, to special duty at Chester, Pa.

JULY 31.—Paymaster George R. Martin, to the *Ossipee*, at Key West, Fla., per Mail Steamer of the 8th of August from New York as the relief of Paymaster Henry T. Wright.

AUGUST 1.—Lieutenant Adolph Marx, to duty in the Asiatic Station, per steamer from San Francisco of 31st October next.

AUGUST 3.—Commander Henry A. Adams, as inspector of ordnance at the Navy-yard, Philadelphia.

AUGUST 4.—Commander Chester Hatfield, to temporary duty as inspector of ordnance at the Navy-yard, Norfolk, Va.

Lieutenant Chas. S. Sperry, to the Naval Academy on the 14th inst.

AUGUST 5.—Ensign Joel A. Barber, to the Michigan.

Ensign Wm. H. E. Masser, and Midshipmen A. H. Cobb and Chas. E. McDonald, to the Powhatan.

Passed Assistant Paymaster S. D. Hurlbut, to the Kansas, per steamer of 15th inst. from New York.

Carpenter John L. Davis, to the Brooklyn, per steamer of 15th inst. from New York.

DETACHED.

JULY 29.—Lieutenant Wm. H. Emory has reported his return home, having been detached from the Asiatic Station on the 18th ult., and has been placed on waiting orders.

Assistant Engineer John J. Ryan, from the *Saranac* on the 27th ult., and placed on waiting orders.

JULY 30.—Lieutenant-Commander T. A. Cook has reported his return home, having been detached from the Richmond on the 18th inst., and has been placed on waiting orders.

Lieutenant Frederick Collins, from the Asiatic Station on the reporting of his relief, and ordered to return home and report arrival.

Chief Engineer A. S. Greene, from special duty at Newburg, N. Y., and ordered to the Benicia, North Pacific Squadron.

Chief Engineer George F. Kurtz, from the Benicia, upon the reporting of his relief, and ordered to return home and report arrival.

Passed Assistant Engineer J. H. Chasman, from special duty at Chester, Pa., and ordered to duty in the Asiatic Station, per Pacific Mail Steamer of the 22d of August from San Francisco.

JULY 31.—Lieutenant Richard Wainwright, from the Hydrographic Office on the 6th of August, and granted leave of absence for one month.

Midshipman Horace P. McIntosh has reported his return home, having been detached from the *Fulcrum*, Asiatic Station, on the 1st of June, and has been placed on waiting orders.

Paymaster Henry T. Wright, from the *Ossipee*, upon the reporting of his relief, and ordered to return home and report arrival.

Gunner Wm. A. Ferrier, from the Narragansett, and ordered to duty on board the *Pennscola*.

AUGUST 1.—Lieutenant Chas. T. Hutchins, from the *Fortune*, and granted three months' leave from the 1st of September next.

Mate Lewis F. Strout, from the *Triana*, and ordered to the *Gettysburg*.

Mate Jas. M. Creighton, from the *Gettysburg*, and ordered to the *Triana*.

Passed Assistant Engineer Wm. L. Baillie, from the *Triana*, and placed on sick leave.

AUGUST 2.—Commander Silas Casey, from ordnance duty at the Navy-yard, Philadelphia, and ordered as equipment officer at that yard.

Lieutenant-Commander Henry L. Johnson, from the *Canadaigua*, and ordered as executive of the Colorado.

Lieutenant-Commander C. F. Schmitz, from the Colorado, and ordered as executive of the *Canadaigua*.

Lieutenant-Commander M. L. Johnson, from the receiving ship *Relief*, and ordered as executive of the Brooklyn, at Key West, Fla., per steamer of 15th inst.

Lieutenant-Commander Geo. E. Wingate, from the receiving ship *New Hampshire*, and ordered as executive of the receiving ship *Sabine*, at Portsmouth, N. H.

Lieutenant-Commander John C. Kennett, from the Brooklyn, and resignation accepted, to take effect September 30, 1874.

Lieutenant-Commander Henry H. Gorringe, from the Hydrographic Office on the 31st inst., and granted leave of absence for one year from the 1st September next, with permission to leave the United States.

Boatswain Robert Anderson, from the Navy-yard, Philadelphia, and ordered to the Navy-yard, Norfolk.

AUGUST 4.—Commander Rush R. Wallace, as inspector of ordnance at the Navy-yard, Norfolk, and ordered as light-house inspector of the Fifteenth District.

AUGUST 5.—Lieutenant-Commander Morton W. Sanders, from the Naval Rendezvous, San Francisco, and ordered as executive of the Portsmouth.

Lieutenant-Commander Lewis Clark, from the Portsmouth, and ordered to proceed home and report for duty at the Hydrographic Office.

Lieutenant Wm. W. Mead, from the Michigan, and ordered to the *Canadaigua*, per steamer of 15th inst. from New York.

Master Wm. P. Potter has reported his return home, having been detached from the *Iroquois* on the 22d ult., and has been granted three months' leave from the 1st of September next.

Midshipman James M. Wright has reported his arrival home, having been detached from the *Fulcrum* on the 1st of June last, and has been placed on waiting orders.

Paymaster Chas. F. Guild has reported his arrival home, having been detached from the Naval Depot at Hong Kong, China, on the 10th of June last, and ordered to settle accounts.

Passed Assistant Paymaster Geo. F. Remis, from the Kansas, and ordered to return home, and report arrival.

Carpenter Peter T. Ward, from the Brooklyn, and ordered to return home and report arrival.

PLACED ON RETIRED LIST.

Master Edward M. Day.

RESIGNED.

Master H. M. M. Richards, to take effect on the 31st of December, 1874.

REVOKED.

The orders of Passed Assistant Engineer John C. Kafer, to the Asiatic Station, and granted six months' leave.

W. O. LINTHICUM, 174 FIFTH AVENUE, N. Y. MERCHANT TAILOR & REPORTER OF FASHIONS.

From the Army and Navy Journal of Jan. 31, 1874.

An enthusiasm for one's business or profession is not only admirable in itself but is the chief element of success, and it is that has given Mr. W. O. Linthicum, of 174 Fifth Avenue, New York, the distinction among tailors which secured for him the patronage of the Duke Alexis, as chief among his class. There is no college of tailors that we know of; if there were one Mr. Linthicum would, we doubt not, be chosen by acclamation to the presidency, or the chief professorship; for he is not only a good tailor himself, but is the cause of good tailoring in others, being the author of original systems for cutting published in book form, the editor of "Linthicum's Journal of New York Fashions," and the publisher of a great variety of patterns for coats, pants, and vests, which are furnished cut to measure or otherwise at a moderate price. Supplied with these officers at a distance from New York can make sure, wherever they are, of having their clothes made according to the most approved New York cut.

"Exposition Universelle de 1867 à Paris Le Jury International décerne une mention honorable à W. O. Linthicum (New York Etats Unis.) Agriculture et Industrie. Groupe IV. Classe 35. Vêtements. Paris, le 1er Juillet 1867. Le Commissaire Général Impérial. F. Le Hay, Le Ministre Vice Président de la Commission Impériale de l'Exposition."

WM. CONARD, (late Chief of Paymaster's Division 4th Auditor's Office.)

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REFERENCES BY SPECIAL AGREEMENT.
General Sherman, U. S. Army, and lady, Washington, D. C.;
Admiral David D. Porter, U. S. N., Washington, D. C.; Major
General G. G. Meade, U. S. Army, Philadelphia; General George
Sykes, U. S. Army; Brigadier-General I. N. Palmer, U. S. Army,
Omaha, Neb.; Brigadier-General L. P. Graham, U. S. Army,
Brigadier-General Wm. M. Graham, U. S. Army; Mrs. Admiral
Vahlgren, Washington, D. C.; General S. D. Sturges, U. S.
Army.

THE death at Camp Bowie, A. T., of Major Eugene W. Crittenden, Fifth Cavalry, is this week announced: Major Crittenden was a native of Kentucky, from which State he was appointed second Lieutenant of the First Cavalry March 3, 1855, and with whose volunteers he served during the war with distinction as colonel of the Twelfth Kentucky Cavalry regiment. At the outbreak of hostilities he held the rank of First Lieutenant, and received his promotion to a captaincy shortly after, May 7, 1861. He was appointed Major of the Fifth Cavalry July 28, 1866, standing No. 5 on the list of majors of cavalry.

BRIGADIER-GENERAL O. O. HOWARD, previous to his departure for the Department of Columbia, was entertained at Washington, D. C., on the evening of the 3d by the Young Men's Christian Association of that city. General Howard was addressed "in a feeling manner," in the name of the association, and presented with an album containing photographs of the members. The speaker referred to the Howard University, Congregational Church, and the Y. M. C. A. building as mementos that General Howard would leave behind. In responding "General Howard spoke of the incompleteness of works he left, and it would be so, he supposed, at Portland. But love makes up for incompleteness. We have tried to do the Lord's work, and the Lord has blessed us. Oh that the debt of the association were paid! But the foundation is laid; the work is begun; the fortifications are partly taken; you must go on. The position is a strong one, its influence is world-wide. Here come men of every land. This institution stands by itself, to be viewed and to be loved by all who love our Lord Jesus Christ. Keep yourselves steady in the ranks. Go to the Sunday-school and stick by the association; if you cannot give it more than fifteen minutes in a week, give it that. We are learning to look upon 'farewell' as not an unhappy word. Distances have been overcome by the railroad and the telegraph. Soon we shall pass through the beautiful gate, where there will be no separation." General M. D. Leggett, Commissioner of Patents, "would indorse all that had been said by and to General Howard. He had passed through two fiery ordeals, but it was not so much General Howard that was attacked as it was the Christian religion. There was a disposition abroad in the land to attack Christianity whenever and wherever it lifted its head in public life. General Howard had been the subject of prayer throughout the land, and carries to his new field the sympathy and prayers of greater numbers than any other man in the land. We ought rather to rejoice that he had been attacked, he was strong enough to live through it! He had served with General Howard in the war; had seen him in trials and tribulations, when everything seemed to go against him, and when everything seemed in his favor, and he was always the same well-balanced, even-tempered, genial companion. He always held public worship at his headquarters; he was ridiculed and the subject of scorn, but he took notice that even the roughest men had in him a confidence that could only come in connection with the love of God."

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, AUGUST 8, 1874.

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The subscription price of THE ARMY AND NAVY JOURNAL is SIX DOLLARS a year, or THREE DOLLARS for six months, in advance. Remittances may be made in a Post Office money order, United States funds, or Quartersmasters', Paymasters', or other drafts, which should be made payable to the order of the Proprietors, W. C. & F. P. CHURCH. Where none of these can be procured, send the money, but always in a registered letter. All postmasters are obliged to register letters whenever requested to do so.

Subscribers changing their address, or renewing their subscriptions from a post-office other than the one to which their paper is sent, should be particular to state where their paper was last addressed. Orders for changing the address of periodicals with which the JOURNAL clubs should be sent direct to the office of such publications.

Rates of Advertising.—Single insertion, 25 cents per line space; four insertions, 20 cents; thirteen insertions, 18 cents; twenty-four insertions, 15 cents; fifty-two insertions, 12 cents. Editorial page advertising column, 40 cents per line (12 lines Nonpareil to an inch).

OUR present number, the last of the eleventh volume of the JOURNAL, closes a year which has been one of much interest in a military point of view. During that year our regular Army has been agitated by fears of the reduction bill, which, thanks to differences between the two houses of Congress, failed of its final passage. On this result, as being interested in the welfare of the United States, we heartily congratulate our readers. The staff reduction bill on the other hand, was passed. The reduction was too slight to materially affect the staff corps, and we have heard but few complaints in regard to it, though a recognition by the principle involved in the bill would ultimately bring about changes in the relations between the staff and line, in favor of which there has been so much agitation.

The Indians, during the year, have kept the troops well employed, and were it not for our vicious system of small posts we should have matters in our own hands. Another year, under the ideas of SHERMAN and SHERIDAN, who both possess common sense, which is strategy, we hope to see this system altered for the better one of concentration and activity, which will do for us what they have done for the French in Algeria, the Russians in the Caucasus, the English in old times and during the Sepoy mutiny in India.

In the Navy, we have been able to chronicle much of scientific interest in the expeditions in search of the *Polaris* survivors, our own *Tuscarora*, and the English *Challenger* and *Transit* Expedition. In the line of naval warfare we have been able to continue the Torpedo discussion with excellent results, having had hitherto, as we hope to have hereafter, the advantage of the correspondence and help of some of the foremost naval engineers and inventors in the country in directing attention to what is confessed by all naval men in both hemispheres to be the great revolution in naval warfare looming up in the coming years of conflict. While the form and proper use of the torpedo are still under discussion, its employment in some manner in naval battles is only a question of time, and we intend during the coming year to contribute our mite towards the elucidation of the best means of using this terrible weapon.

The year has also witnessed a great change in tactics of infantry and cavalry, on the experiment of assimilation. While the work for the infantry has been well done, that in the cavalry tactics has been hurried through with great crudeness and carelessness. Being the authorized tactics, the cavalry have to grin and bear it for the present. The coming year will show if any change is possible in this direction.

In the National Guard, during the past year, much interest has been evinced. When we first introduced a healthy criticism of our militia regiments, we found them in a sad state of looseness of discipline generally speaking, intolerant of anything but fulsome praise, and used to it from the daily papers. Since we commenced their criticism from a purely professional point of view the gain in efficiency has been very marked in many regiments. In nothing has the change become more prominent than in the increased notice given to the National Guard by the daily

press, and its improved character. Some of the daily papers, notably the *Herald*, now entrust the reporting of military matters to military men, and the result is a great improvement on the old style of daily paper notices.

The organization of the National Rifle Association, the establishment of the fire range at Creedmoor, and the introduction of Rifle Practice as an essential portion of the drill of the New York Militia are events which have a most important bearing upon the future efficiency of our citizen soldiers: to them this Journal can point with pride as some of the results of its efforts to improve as well as to interest and inform.

Altogether we may congratulate our readers on a decided advance in military and naval science during the year, and on the prospect of a further advance during the year to come.

As we hinted a few weeks ago, the Carlists seem to be the only really successful party in Spain. Since the death of Marshal CONCHA, they have gone on from conquest to conquest, from the mere force of knowing what they want and being one strong unit against a congeries of clashing factions. Some forty years since another DON CARLOS went through Spain in much the same manner that his grandson has done to-day, in spite of the active dislike and passive opposition of the rest of Europe. The fate of that DON CARLOS was decided at last by foreign intervention and the landing of an English force under Sir DE LACY EVANS, which finally quenched the enterprising Spaniard. This parallel seems likely to hold good to-day, through the influence of a different nation. In those days, England, with the prestige of WELLINGTON and NELSON yet undermined by Sebastopol blunders, and under the astute leadership of PALMERSTON, that model foreign secretary, was the successful bully of Europe, with her finger in every pie on the Continent. To-day the same position is held by Prince BISMARCK, who, we are informed by telegraph has despatched a menacing note to the French Minister, charging France with aiding the Carlists, and threatening forcible interference to compel neutrality. The suddenness of this demand and the flimsiness of the pretext on which it is based, remind one somewhat of the wolf and lamb story. However that may be, BISMARCK is not apt to threaten in vain. DON CARLOS, by his sudden successes, has roused the jealousy of the military colossus, and will probably have to suffer the fate of the first DON CARLOS, while France must either take the snubbing or submit to one more war, before she is yet fit to contend with Prussia. The Madrid party through which we receive most of the news from Spain, charges the Carlists with butchering prisoners and other horrible atrocities, but the evidence of these is very slender, merely the telegram of an enemy in time of war. The Carlist general, DARRERAY, has proved himself a first class fighter, and the admissions of his success are overwhelming. We look forward, with considerable interest to the next act in the drama. Prussia has now, for the first time, assumed the attitude of the arbiter of Europe, interfering in foreign affairs. Either DON CARLOS will go to the wall or the world will soon witness another great Franco-German war, complicated by the further element of Spain. In that event, the probabilities, this year, are all in favor of Germany, for she is ready and France is not.

THE new torpedo boat, the *Intrepid*, which has been building at the Boston Navy Yard, went on a trial trip in that harbor on the 3d instant. The *Boston Globe* says that the engines ran easily, but the speed expected was not achieved. Details in regard to her construction and discussion as to her fitness for her allotted duty we must leave until another week. She is now at the Newport torpedo station, and as the trial of the Ericsson torpedo has been delayed for the completion of this boat, we hope soon to record the exact date of the beginning of experiments to which every one concerned in the development of the moveable torpedo looks forward with the keenest interest.

KARATCHEW, the sailor of the Russian Navy who was sentenced to imprisonment for not shaving his beard, is now in punishment at Schluselburg, and still refuses to shave. The commandant, not having authority to allow him to wear his beard, has written for instructions.

CORRESPONDENCE.

The Editor of the ARMY AND NAVY JOURNAL does not hold himself responsible for individual expressions of opinion in communications published under this head. His purpose is to allow the largest freedom of discussion consistent with propriety and good feeling.

ST. LOUIS LIFE INSURANCE COMPANY.

CARD FROM COMMANDER MEADE.

To the Editor of the Army and Navy Journal.

SIR: Feeling satisfied that the condition of the Mound City Life Insurance Company, otherwise and now known as the St. Louis Life Insurance Company is wholly insecure, rotten and unreliable, I have brought suit to obtain my legal rights as a policy holder in the St. Louis Mutual Life Insurance Company, violated by a transfer to an insecure company without my previous knowledge or consent, and in violation of my contract with the St. Louis Mutual.

All my brother officers who elect to come in with me and obtain the benefit to themselves arising from this suit, will please send their names as soon as possible, to my attorneys, Messrs. Sewell and Pierce, 178 Broadway, New York.

RICHARD W. MEADE, Commander U. S. Navy.
New York, July 28, 1874.

The suit referred to is thus alluded to by the Brooklyn Eagle:

Commander R. W. Meade, of the U. S. Navy, has begun an action against the St. Louis Mutual Life Insurance Company, the Mound City Life Insurance Company, and Wm. A. Gregory, the New York agent of the first-named corporation. The complaint sets forth that the St. Louis Mutual issued policies of insurance to officers of the Army and Navy in New York, when it was authorized by the laws of the State to do business here; that under pretence of reinsuring all outstanding liabilities, it transferred its assets to the Mound City Insurance Company, which thereupon, with intent to deceive policy holders out of the State, changed its name to the St. Louis Life Insurance Company; that plaintiff dissented on the ground that the St. Louis Life Insurance Company is not authorized to do business in the State of New York, and cannot in its insecure condition do business there, and that therefore he is deprived of the guarantees of New York law and the privilege of suing the company in New York courts. Plaintiff claims that the first named company was a trustee of his, and had no right to transfer the custody of the trust fund to another without his consent, especially when it took it out of the State of New York and its courts.

The defendants, the St. Louis Mutual Life Insurance Company and Wm. A. Gregory, come in and answer. They set forth that the transfer was made under the laws of Missouri, and received the approval of the Superintendent of the St. Louis Insurance Department and the sanction of the State courts, and they deny the jurisdiction of this court to set aside a transfer of property made in St. Louis. They allege that the condition of the plaintiff is improved by the reinsurance, and that his rights are fully protected in the new company.

A temporary injunction was obtained restraining the deponents from transferring any premiums received by Gregory on policies issued by the St. Louis Mutual out of the State of New York, or paying them over to the Mound City Life Insurance Company or any other corporation, until the determination of this action.

The case came up for argument yesterday before Justice Gilbert, in the Supreme Court, Special Term, on an order to show cause why the injunction should not be made permanent. Judge Gilbert has decided the case in favor of the plaintiff, Commander Meade, and the injunction therefore is continued.

It is asserted by counsel that Commander Meade has begun proceedings solely from a desire to protect himself and others, officers of the Army and Navy, many of whom held policies in the St. Louis Mutual. These gentlemen are scattered all over the world. Some on one station, and some on another, and many cruising in various waters. Very important interests are at stake, and all that the plaintiff desires is that he and others similarly situated, shall be assured that they are secure against loss.

THE MILITARY SNOBS.

As no society in the world is more agreeable than that of well-bred and well-informed military gentlemen, so likewise none is more insufferable than that of Military Snobs.

To the Editor of the Army and Navy Journal.

SIR: The other day, while reading the great satire of the immortal Thackeray, and comparing the two chapters beginning with the above dictum, with the rest of the work, it seemed to me that the author was less at home, and showed a great lack of knowledge in descending upon the various species of Military Snobs, than of any other class of which he wrote. His knowledge of army life was probably superficial, and his pictures of military snobs are such as a literary man who knew clubs, and only saw guard-mountings and reviews in Hyde Park, Calcutta or Madras, would naturally draw. And failing in these materials, he had unlimited resources to fall back upon in the works of Fielding and others; and if Thackeray had metamorphosed Captain Macartney, of the 17th or 18th century, Captain Macartney with his cocked hat, knee-breeches, and silk stockings, long rapier, fierce look, and bullying swaggering gait, into the drawing, affected, and dandified Major Wellington De Boots of the 19th century, who would venture to name the master hand that drew the picture?

Thank the Gods, O Snob, that it is so, and that the author of Vanity Fair knew not, and therefore did not depict, the snobbery to be found in garrison and army

society. Yes, brother snob, thank the Gods that it is so, that these two chapters were not lengthened into twenty, as they might have been, and that you and I were not held up to that laughter, scorn and derision of future generations of snobs!

Painful as the fact may be, we, too, to-day, have our sporting military snobs, like Captain Bags, our "larkish" or raffish military snobs, like Ensign Famish, our disreputable old military snob, who has seen service, our respectable old military snob, who has seen none, "and gives himself the most prodigious martinet-airs." And who has not met Lieutenant General Sir George Granby Tufto, "a greater ass at sixty-eight than when he first entered the Army at fifteen," "in society he is a perfect gentleman and a most thorough snob."

Our snobs might be divided into classes and dissected *seriatim* but the subject is a large one, and the *genus* has already been described by the illustrative pen of Thackeray. For is it not true, O brother snob, that we have our club snobs, our aristocratic snobs, our dinner-giving snobs, etc., etc.

Don't you know Colonel Gatling, who has told you for the fiftieth time how we used to do these things in the Flam-Flam Club, you know? Is not Lieutenant James Jackson Snooks, a descendant of the glorious old General Andrew Jackson, and why should he not sign himself J. Jackson Snooks if he chooses? What right have you Brown, my boy, to go to Captain Snobsky's to dinner when your appetite is like a Comanche's, and you know Captain Snobsky dines a *la Francaise*, an hour between courses, and those courses manufactured by a Texas slave who never heard of Soyoy or Dumas Pere? Yes, Brown, that is Lieutenant Lanky, who joined the other day; he looks as though another glass of champagne would be agreeable, but you see, poor Lanky is only a second lieutenant; this is a French dinner, he won't be asked twice to take wine, but just see Captain Snobsky pressing old General Plethoric opposite to fill his glass again and again.

We have a class of snobs peculiar to our Army. I don't know how I can designate them better than by calling them Brevet Snobs. The Brevet Snob is one

"Who never set a squadron in the field,
Nor the division of a battle knows."

but distinguished himself highly in the great battle of Washington about March 7th, A.D. 1865. He loves the sound of his own name—the resonance of brevet brigadier-general or brevet lieutenant-colonel U. S. A. is something that brings a throb of admiration to the bosom of admiring snobs and fills his own assine ears with blissful sounds. He invariably registers himself at the Grande Turque Hotel as General and Mrs. Redink, and snob Jenkins duly chronicles the fact that General and Mrs. General Redink have taken rooms at the Grande Turque—given a brevet snob who is persistent in flaring his brevet rank; then as his conspicuousness for his brevets increases so does his actual rank, actual merit, and actual services decrease.

Lieutenant Spruce who has just graduated and looks so superciliously upon those who are not graduates, I regard as a bit of a snob. But this wears off, and Spruce finds after awhile that all who are of his caste are not soldiers, and that there are some soldiers *nascitur non fit*.

But the Snob of Snobs, the snob *par excellence*, is he who is snob Tufto, the sporting military snob, the respectable old military snob, the dinner giving snob, etc., etc., rolled into one. He draws three fogies, has seen but little service, and though not an old snob as years go, dresses in the fashion of thirty years since. He is full of affected politeness to his superiors and dignified roughness to his inferiors; he imposes on the young by unaffected condescensions as he does upon the old by an affected equality. When he is in uniform you would take him for a civilian in disguise, and in citizen's dress you are once struck by an indefinable martial air. As a soldier he is laughed at by the officers, and as an officer he is jeered at by the men. If you, Green, my son, have just been promoted Captain, he will call you Mr. Green still, though he knows you are a full-blown captain as much as he is. And you, my dear Mrs. Luff, say he did not return your salutation the other day; why dear Madam, this S. of S. is near sighted at times. Now had you been Mrs. General Luff how quickly you would have seen that inane smile and that bow that would grace Long Branch. This S. of S. is besides a regular old soaker; his face is blue-purple and the colors of the rainbow; 'Tis hard to tell at times whether he is drunk or sober; you see him sober so seldom, that when he is most sober you put him down as most drunk. And you, Dogberry, wonder how a man so worthless and useless has carried on so long. Why bless you, Dogberry, the Blarney Stone, the Blarney Stone, my boy. What secrets lie hidden there! Even noble old Colonel Newcome, himself, pats our S. of S. on the shoulder, and thinks him a good natured old fellow. If there can be any snob worse than this S. of S. it must be Captain Toadee, who sometimes takes the malignant Iago type, and says to Colonel Othello,

"I had rather have this tongue cut from my mouth
Than it should do offence to Michael Cassio."

When C. O. smiles Captain Toadee laughs; when Colonel Othello frowns Captain Toadee looks black as night. Captain T. is always ready to drive out Mrs. C. O.'s relations. You poor Mrs. Duckling, though convalescing from severe sickness, are never asked. No, indeed, it would do you benefit.

I might go on *ad infinitum*, and describe other snobs. The staff snob, the line snob, the volunteer snob, the amorous or spooney snob, etc., but in these dog-days the task, though a loving one, grows wearisome, and I will only say to you, Snobby, if you wish to distinguish yourself, and reach to the topmost round of the ladder of snobbery, at one jump, name your son and heir George Granby Tufto Snobby.

A. SNOBOGRAPHER.

WHO WROTE "OUR UNION"?

To the Editor of the Army and Navy Journal.

SIR: In quoting the last two verses of "Our Union," in the JOURNAL of August 1st, "Regular" speaks of the same as being attributed to the late Brigadier-General George C. Strong. I have a full copy of the original poem, (which comprises ten verses,) extracted from a Boston journal during the first year of the "Rebellion." The note accompanying the latter is as follows:

"Rev. E. J. Cames, editor of Texas Advocate, was once editor of the Vicksburg Whig. Since that day he has become religious and a Methodist preacher, and now carries on pulpit duties, and edits the religious weekly whose name we have given. Cames was once a worshipper of Henry Clay, and a devoted lover of the Union. Now he is a rank secessionist. But Cames was always smart, and wrote passable poetry, as the following piece, written by him about twelve years ago, will testify."

IRREGULAR.

BOSTON HIGHLANDS, Aug. 3, 1874.

THE PARIS MUSEUM OF ARTILLERY.

EXTRACT from report of Master E. J. Arthur, (under Rear-Admiral Case's General Order No. 2,) dated Villefranche, 20th June:

Among the most interesting places we visited in Paris, was the Museum of Artillery, at the Hotel des Invalides. Here are kept samples of weapons of all kinds, from the earliest armor for horse and man to the most improved rifles of the present day.

Everything is arranged in order of date and country, but while those of the Continent are very fully represented, very few of United States manufacture were shown, and none of our latest improvements. I noticed that the Remington and also the improved Springfield were entirely ignored. The French seem to give a decided preference to the "chassepot," and use with it the sword bayonet. The most numerous weapons were those of the 16th and 17th centuries, which were generally very richly inlaid and ornamented with mother-of-pearl and ivory.

In this collection were also shown the marshals' "batons" and swords of the different armies. One room was entirely devoted to models of artillery in all its branches. These were small, but very perfect, and gave a very clear idea of all the details. The models began by showing the ancient ballistæ and catapultæ, then the wooden and small iron mortars for throwing stones, and so on down to the Napoleon field gun. I also noticed several models of the mitrailleuse, with the different modes of arranging the barrels and chambers. Most of these, however, seemed to give a simultaneous instead of continuous discharge. In short, almost everything of a military character can be found here, and to an officer it is one of the most attractive places of Paris.

Some of the incidents of the siege of Paris, are most admirably shown by a panorama in the Champ Elysees. There is some species of optical illusion in connection with it that no one seems able to understand. Although a painting, it so closely resembles nature that, on suddenly viewing it, the spectator is bewildered, and almost always complains of dizziness. It is difficult to believe that one is not standing on a bastion of a Fort of Issy and the work actually going on around.

As the painting encloses a circuit of about 100 yards, the full horizon is shown without a break. Paris, with its domes and monuments and steeples, is shown in the distance, while ruined buildings are all around. Lines of defence are running in all directions with magazines and bomb-proofs, while shells are flying and bursting. Some parts of the foreground are natural, but it is almost impossible to discover where the canvas begins.

It is customary after a great review, such as that which last Sunday delighted the Parisian visitors to Longchamps, to remit all punishments for slight military offences. In consequence of this rule, a distinguished French general was recently enabled to give his troops a high opinion of his regard for discipline without incurring the reproach of unnatural harshness. He was walking through the ranks, praising the appearance of the men, whose bearing was all that could be wished, when he came to a company of volunteers, among whom was his son. The young man stood motionless under arms till the general stopped before him, when he said, "How is mamma?" "What?" replied the general severely. "How is mamma?" repeated the soldier. The general called the captain of the company: "You will put that man under arrest for four days. He has spoken in the ranks." The inspection went on, and, with the exception of this incident, the general found only ground for approbation in the behavior of the troops. "I am much gratified," said he to the old officers, "you may convey this to the men, and," turning to the captain of volunteers, "add that I remit all punishments." Thus discipline was preserved at little expense to the feelings of this very modern Brutus.

THE Army Medical Board, consisting of Surgeons Joseph B. Brown, John Moore, J. H. Bill, and B. E. Fryer and Assistant Surgeon A. H. Hoff, held their first meeting Aug. 4 at the Army Headquarters in New York to examine the applications for positions in the army medical staff. Examinations are conducted simultaneously in San Francisco and in New York. About 60 vacancies are to be filled. There are many applications, and it will take two weeks at least to examine them.

THE NATIONAL GUARD.

PRACTICE FOR THE WEEK.

Monday, August 3—Fifteenth battalion and Separate Troop Cavalry, Fifth brigade.
Tuesday, 4th—Open practice.
Wednesday, 5th—Amateurs, Long Range.
Thursday, 6th—First battalion.
Friday, 7th—Open practice.
Saturday, 8th—Remington Badge.

NEXT WEEK.

Monday, August 10th—Thirteenth Infantry.
Tuesday, 11th—Open practice.
Wednesday, 12th—Open practice.
Thursday, 13th—Seventh Infantry.
Friday, 14th—Open practice.
Saturday, 15th—Amateur Rifle Club.

A CORRECTION.—Owing to the errors of a copyist who copied the scores of the Amateur Rifle Club last week, a wrong score crept in, and the distances were wrongly stated. The distances should have been 800, 900, and 1,000 yards, instead of 700, 800, and 1,000. The most serious mistake arose in confounding a score made by Mr. J. P. M. Richards in a match with those made by him in the practice for the team. His scores should have been thus: Abs.—63 per cent.—abs., instead of 84—68—abs. His 84 per cent. was made at a match, not at practice, where he has not yet stood at the head.

FIRST DIVISION CAVALRY AT CREEDMOOR.—On Thursday, 30th ult., Klein's Separate Troop and the Washington Grays went to Creedmoor to practice. By orders from division headquarters the shooting was to be at 100 and 400 yards, but it turned out that the carbines had no sights for 400, and the order was modified to 100 and 300 yards, both standing. Five hundred yards range has proved too much for the light cartridge used in the carbine at private trials, and even with a musket cartridge the results with the short barrel have been very uncertain.

As regards discipline, the conduct of both troops was nearly perfect. Klein's troop had a guard out, but it was not needed, and the Grays did not even put one out. The men of both troops staid at the firing points, steady and quiet, perfectly obedient to orders. The shooting at 100 yards was of course very easy compared to the 200 yards of the infantry, but the carbine is a much less exact piece than the musket, and the front and rear sights of the present Remington carbine are very coarse indeed, so that the advantage of a lighter piece is counterbalanced by the poor sighting. We think it would pay the Remingtons to apply sights of a better character to every one of their carbines now out, at their own expense, in the gain of reputation for precise shooting weapons, which they cannot afford to lose, even on a cavalry carbine. The only really good sight on the present piece is that at 300 yards. A fine sight through that brings a ball on the centre every time, but the 100 and 500 yard sights are coarse and clumsy, and there is none for 400 yards, a grave omission. With the advantages and disadvantages thus balanced, the results of the cavalry practice were quite remarkable. When it is considered that the Grays only received their weapons the previous night, and that Klein's men had only practiced once with theirs, the shooting shows the most praiseworthy care. Klein had 47 men out, the Grays had 39. Each troop only had one man who made less than eight, a better average of shooting than any infantry regiment yet on the grounds. At 300 yards the shooting was even more creditable, especially to Klein's troop, who fired every shot fair and square, standing, while the Grays did a good deal of kneeling. The team score of Klein's Troop was 330 points out of 480 possible, a score only exceeded by the Twenty-second and Seventy-ninth regiments. The Grays fired much less accurately at 300 yards. Their team score falls 60 points below that of the Separate Troop. The reasons for this were two: First, Klein's pieces had been sent back to the factory and their trigger pulls made uniform to six pounds, while the pulls in the Grays' carbines ranged from eight to twenty-two pounds, seldom or never less than nine. The grand reason, however, was found in one squad, who lost confidence in their 300 yard sights, and took to aiming at the top of the target through the point blank sight. Unluckily for this squad, one man made a single bull's-eye on a sighting shot in this manner, and settled the practice. The result in this squad was that several scores read thus, including sighting shots: 0 3 2 0 0 0. Taken all in all, the practice was very creditable to both commands.

The shooting over, the Grays got the best of the Separate Troop. They had a tent on the ground, and in this tent champagne and lager. The whole troop was thus treated to a glass of cool beer, very refreshing after the heat. This over, the Troop returned the compliment by inviting the Grays to share their dinner at Bruer's garden, during the hour and a half before the 4:42 train. A very good dinner it was, and the men of both troops took what drink they needed like quiet, temperate fellows, returning home as orderly as deacons. Altogether we have seldom passed a pleasanter day or been better pleased than we were on Thursday, July 30, with the Headquarters Cavalry, of the First division N. G. S. N. Y. We append the scores of the teams of both troops:

SEPARATE TROOP CAVALRY, FIRST DIVISION, CAPTAIN KARL KLEIN COMMANDING.

Name.	Total 100 yds.	Total 300 yds.	Grand Total.
Sergeant Nagel.....	18	14	32
Major Aery.....	14	14	28
Corporal Kimpel.....	14	14	28
Quartermaster Muller.....	15	13	28
Bugler Specht.....	15	13	28
Private Imhoff.....	16	12	28
Private Boerner.....	13	14	27
Private Dillenburg.....	14	13	27
Corporal Felton.....	15	12	27
Private Mayer.....	15	11	26
Private Walter.....	15	11	26
Corporal Schwerdt.....	13	12	25

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WASHINGTON GRAYS CAVALRY, LIEUTENANT BARTON COMMANDING.

Name.	Total 100 yds.	Total 300 yds.	Grand Total.
Corporal Trimmer.....	13	17	30
Private King.....	14	13	27
Private Montgomery.....	12	14	26
Private Decker.....	14	11	25
Ex-Captain Wiley.....	11	13	24
Sergeant Van Buren.....	13	9	22
Lieutenant Batterson.....	11	9	20
Private Kelsey.....	11	9	20
Private McKnight.....	10	9	19
Private Fuller.....	12	7	19
Private Hovey.....	13	6	19

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TWENTY-SEVENTH INFANTRY.—On Thursday, the 25th ult., the left wing of this command, consisting of Companies B, C, D, E, F, paraded at Mount Vernon for battalion drill at 5 P. M. nominally. The companies were even later than at Morrisania. Assembly was ordered for 4:30, and it was past 5 before the men were on the ground. The turn out was very small. Out of the five companies it was only possible to make four commands of twelve files, whereas the three Morrisania companies made four commands of thirteen files, a week previous. The drill of the left wing satisfied us of one thing, where the fault of the Twenty-seventh lies. It is in that wing, especially in three companies that we shall be compelled to name if the next drill is not a great improvement over the last. As generally happens, a poor turnout also implies poor drill, want of interest and attention. It was so in this case, finally bringing the colonel into a passion, in which he let fly a volley of sharp reprimands that had the desired effect. Once the men could be got to pay attention, which was not without a little swearing, things went smoothly. The left wing can drill better than the right when it comes to attention, but the men are decidedly more disorderly, and the officers have less control over them. Colonel Underhill effected one good change. By breaking the line and reforming three times over, he checked the slovenly execution which has disgraced the Twenty-seventh from the old times of the Third. By sunset the battalion was in good order, and under full control, but sulky. Next time we anticipate less trouble and a larger attendance. The sheriff has been paying his respects to delinquents in the Twenty-seventh, and the prospects are good for a turn out in better force. On Tuesday, the 11th inst., the right wing drills again at Morrisania, and on Saturday, 15th, the left wing drills for the last time in the summer.

General Husted is to have a division drill at Poughkeepsie in October, and the Twenty-seventh must brush up in order to save its reputation there.

THE FIFTH MARYLAND'S VISIT.—We have delayed till the present week more than a cursory notice of this command, because we wished to do it full justice, and comment on its movements as a whole, during its encampment, and its different excursions. A week or two ago we received a copy of the orders and regulations issued for the governance of the regiment at Long Branch, and were very favorably impressed with their superiority in completeness and detail to anything that we had yet seen in the militia service of any State. The selections of the camp ground, however, had, we confess, inclined us to the opinion that the Fifth Maryland might turn out to be one of those "fancy commands," against which real soldiers are apt to entertain strong and just prejudices, as travesties on military life, only fit for garrison duty at the best. It was therefore with considerable curiosity, and a disposition to criticise sharply if necessary, that we awaited the actual entrance of the Fifth Maryland to New York, on Wednesday, the 28th ult. We had heard excellent accounts of the Fifth, in its camp and excursions, in its review before the President, and its fraternizations with the New Jersey troops, but these accounts came from non-professional journals, which we have found, too often, to be generally unreliable in military matters, purely technical as these are. On Wednesday evening, then, when the Fifth visited New York to be the guests of the Seventh New York, we turned out of our office, just as the sound of the bands announced the passage of the regiments by the head of Murray street, to see what the strangers looked like. From the moment we first set eyes on their steady solid ranks, we perceived that the men were soldiers, and what is still rarer in militia commands, that their officers looked like real officers, superior to the men, fine as these latter really were. With a regiment like the Seventh New York in its front, marching in ten commands of eighteen files front, and marching in that style which is the especial pride of the Seventh, any visiting regiment has a hard task to perform to come off with honor. The art of marching up Broadway in company front has been especially cultivated in the Seventh, to the exclusion of some other points, as will appear later in this account; but it is only justice to say that the Marylanders marched better and kept better alignments in company fronts than even the celebrated Seventh New York. This was shown especially by one circumstance, trifling in itself to appearance, but full of meaning. In the Seventh, company commanders were constantly glancing nervously round, as if they feared that their men were not dressed, and the file closers could be heard soulding in guarded tones. In the Fifth, the officers marched without turning right or left, with a free slashing gate, exactly imitated by the men. The latter looked far more like real soldiers than the men of the Seventh. This appearance was aided by the fact that their faces had acquired at Long Branch and by their being in full marching order, but the contrast in men was very striking. The expression of face, too, was exactly that of old

soldiers, a certain dogged sullen look, as if the men were muttering, "It's all very fine for you fellows on the sidewalk, but I wish we had you here. You'd find it was not so pleasant." In the Seventh, while the company fronts were very pretty, and the men, as a rule, tall, there was a paleness of face, and a smirking expression visible, that was by no means as imposing as the solid gravity of the Marylanders. The Fifth paraded eight commands of sixteen files, behind the Marine Band, of Washington. The band of the Seventh had discarded their absurd hussar jackets for the day—a vast improvement. It is to be hoped that these absurdities will never be worn on parade again to become a laughing stock for foreign officers, as specimens of American "gaucherie." During the day it had rained heavily, but the evening was very fine and clear, the mud being the only inconvenience. As the Seventh paraded in white trousers, and the strangers in gray, here again the contrast was in favor of the latter, for the embroidery of dark brown, ranging from ankle to knee, of all the white trousers, was far from ornamental in effect.

The visitors were received at the Battery at 5 P. M., and the two regiments marched straight up Broadway to Union Square, where they were reviewed by General Shaler, thence down Irving Place to Irving Hall, where the Seventh entertained the Fifth at a handsome banquet. A single halt occurred on the way, a little above Canal street, and it was in starting from this halt that the Marylanders again showed their superiority. Both regiments did well, better probably than any other National Guard regiments could do, but the Seventh had not got its alignments and distances perfect, even at the distance of the whole length of column, the last companies wavering and trembling considerably as they passed us. The Fifth looked just the same as ever, going like clock work, with the same steady sullen faces, the same faultless lines, front, rear, and file closers, as ever. The most marked difference, however, was visible at the close of the march, in Irving Place. Here each regiment successively came up in column of fours, wheeled into line to the left, and stacked arms. Then it was found that the Seventh had not been attending to business. The fours were so crowded that it took the regiment, by the watch, six minutes and a half to execute these movements, and even then the right company had not dressed, when the rest had stacked. The Fifth Maryland came up in rear to form a second line, and kept their distances so correctly as to require no dressing. From their halt to their stack, by the same watch, exactly fifty-five seconds elapsed. Both regiments then adjourned to Irving Hall, where they enjoyed a handsome banquet; after which the visitors took their departure for home, having done themselves great honor by their visit, and earned the praise of being, without exception, the handsomest, best drilled, and most soldierly command that has yet been seen in New York.

EIGHTH INFANTRY.—In compliance with orders from General Headquarters, this command will parade in full fatigue uniform (gray pants), with knapsacks and one day's rations, for target practice at Creedmoor, on Thursday, August 20. Roll-call of companies at armory at 6:45 A. M. Regimental line will form at 7 A. M. Field and staff, dismounted, will report to the colonel at the armory, at 7 A. M. Non-commissioned staff, drum and file corps will report to the adjutant same time and place. There was a meeting of the Eighth regiment Rifle Club at the armory on Wednesday evening, August 5.

NINTH INFANTRY.—This regiment will assemble in fatigue uniform (white belts) on Monday, August 24, with knapsacks and one day's rations, to proceed to Creedmoor for rifle practice. Roll-call of companies at armory at 6:30 A. M. Field and staff will report to the colonel, non-commissioned staff and drummers to the adjutant at the same hour.

SIXTY-NINTH INFANTRY.—By G. O. 29, A. G. O., Albany, N. Y., we receive some information of interest to the National Guard. The order states that the Commander-in-Chief has had under consideration the appeal of Major J. P. McIvor, Sixty-ninth regiment, from the proceedings, findings, and sentence of brigade court-martial of February 16, and has allowed said appeal and remitted the fine imposed by the court. It appears that Major McIvor was fined by said court-martial for absence from regimental parade, July 23, 1873, and that at the time of said parade he was himself a member of a court-martial. The question raised by his appeal is whether a detail for duty upon a court-martial relieves the officer so detailed from his ordinary duties as a member of the regiment to which he belongs. Neither the Code nor the General Regulations furnish specific rules for the determination of this question. We are, therefore (in accordance with the spirit of the Code), to follow the usage and custom of the United States service in this regard. I find from examination of General Holt's Digest of the opinions of the Judge-Advocate-General of the Army, that the rule (p. 331) is as follows: "Officers detailed on courts-martial, boards of examination, etc., are not as a general rule, properly liable, while thus engaged, for the discharge of their ordinary duties as regimental and company officers, etc. When the proximity of their commands will enable them to perform these duties without interference with those of the service upon which they have been thus detailed, they may, in their discretion, do so; but in the absence of a special order requiring it, on the part of the proper superior, their detail should be regarded as necessarily relieving them from the performance of this extra labor."

The above order is a very sound one. In all things our National Guards needs to be assimilated to the United States service as closely as may be, and the prevalent looseness both as to rights and duties of officers needs to be checked. The snub may be a disagreeable one for a few of the people concerned, but anything that tends to free the National Guard from the old militia style of doing things is a god-send.

FIFTH BRIGADE, CAVALRY.—Captain Sandhustens troop, numbering seventy-one, all told, practiced on the same day as the Fifteenth battalion. Their order was excellent, and the men much superior in class and appearance to the average of the infantry battalion. They fired at 100 yards, then at 300, and finally tried the 500 yard range, with the infantry. At this last the regulation carbine with its present cartridge was found to be absolutely worthless. Some thirty men tried every variety of aim, and not a trace could be found of where the bullets went. General Dakin, the crack shot of Creedmoor, whose aim is certain with infantry musket and sporting rifle, tried nearly twenty shots with the carbine with the same result. Finally, he gave it up, and ordered the men down to the 300 yard range, where all was happy. Something ought to be done about this matter of cavalry fire arms, for as at present, the horsemen have no chance on foot against an infantry musket. The trouble lies in the

ammunition chiefly, but partially in the short barrel. Whichever it be, it needs to be remedied. Compared with Kleins Troop and the Washington Grays, the Brooklyn troop did very poorly at the same ranges. Only thirty-seven out of seventy-one went back, and the team score at 100 and 300 yards was 267.

FIFTEENTH BATTALION.—This battalion, commanded by Captain Koch, went to Creedmoor on Monday the 3d inst. along with the Fifth Brigade Headquarters Cavalry. Lieutenant-Colonel Meyenberg and the major of the command were both present, but did not take control, both having been recently severely hurt in a carriage accident. The Fifteenth kept away from the beer, and behaved very well all day, despite of considerable delay on account of the cavalry, who practiced at shorter ranges and kept them from the targets for some time. General Dakin was present in uniform and maintained good order, and altogether the battalion did credit to his brigade. The shooting, however, was poor, and would have been worse if Colonel Denslow the brigade inspector had not been there. The men of the Fifteenth obeyed his orders a little better than their friends of the Twenty-eighth, but there was so much ignorance of aiming drill that the result was poor. Of the best twelve no less than six were commissioned officers, and the aggregate of this best twelve was only 222. Out of 146 men shooting at 300 yards, fifty-seven qualified to go back, and the best score made was only twenty-four out of forty, while the average of the regiment is not 25 per cent. of the possible scores.

VARIOUS ITEMS.

—**LIEUTENANT GOTTFRIED MELTZER**, of the Separate Cavalry, Eleventh brigade, has signified his intention to resign.

—**COLONEL BURGER** has requested the appointment of a court of inquiry, to investigate the conduct of his command during the recent parade at Creedmoor.

—**THE Eleventh regiment** recruited forty members on the occasion of the recent parade at Creedmoor. Dr. Herman Kudlich has been appointed regimental surgeon in this command, vice Dr. P. Munde, resigned.

—**A BATTALION court-martial** has been ordered for the trial of offences in the Twenty-eighth battalion. Detail for the court: Major John H. Burger, Fifth brigade staff.

—**A COURT-MARTIAL** for the trial of offences in the Thirteenth regiment has been ordered. Detail for the court: Major John H. Burger, of the Fifth brigade staff.

—**LIEUTENANT Hugh R. F. Keochling**, Company A, Twelfth, and Lieutenant Wm. M. Stillwell, Company D, Twenty-second Infantry, have resigned, their terms of service having expired.

—**THE President of the Board of Underwriters** held a conference with a committee of captains of the Seventh regiment on Friday last for the purpose of adjusting the losses caused by the recent fire.

—**THE following changes** have taken place on the First brigade staff: Major and Engineer John T. Denny to be lieutenant-colonel and assistant adjutant-general; Captain and Commissary of Subsistence Robert Lenox Belknap to be major, and Engineer Chas. Watrous, Esq., to be captain and commissary of subsistence.

—**At a meeting held at Kingston, N. Y., on Monday evening last**, for the purpose of reorganizing the Twentieth battalion, Captain Clifford Coddington, of East Kingston, was elected colonel. The following companies comprise the battalion at the present time: Company A, Captain Edward Jernegan; Company B, Captain Hyman Styles; Company E, Captain Willett L. Hasbrouck, and Company F, Captain Peter Gill.

—**LIEUTENANT-COLONEL JOHN RUGER'S** Cadets, Captain Louis Finkelmeyer's independent company of "Schuetzen," and several other military organizations will go in camp at the Ridgewood Park on the 29th day of August, and the following day in the evening they will break up for Dutchtown. It is the intention to go through it in a regular military style in time of war.

—**SUNDAY, 26th ult.**, the "Ringgold Horse Guard," Separate Troop Cavalry, Fifth brigade, Captain Sandhusen, enjoyed their annual excursion. Two barges were comfortably filled with the cavalryists and their families and friends, and to the music by the Thirty-second regiment band the lovers of terpsichorean exercises danced until they reached Myers grove, where the baskets of victuals were spread on the green, and after a little more dance and other incidental amusement, the party was embarked for home, which they reached at a seasonable hour much pleased with the day's pleasure. The brigade commander, General Dakin, was one of 'em, and added considerably to the merrymaking etc.

MASSACHUSETTS.—Twenty-two acres of land will be added to the muster field at Framingham. An order has been promulgated granting leave to the First battalion of Cavalry, Colonel Roberts commanding, to leave the State on an excursion to Oakland Beach, near Rocky Point. The four companies of the battalion will be received in Providence by the Providence and Pawtucket Cavalry companies. The occasion will be one of great interest and unbounded hospitality. The Prescott Light Guard will be accompanied by the Chelsea band, and will escort the Lancers to the Providence depot on the morning of the excursion. An order was promulgated transferring the Ambrose company of the Second regiment to Stockbridge and directing an election of officers in the new corps. Two hundred uniforms for the Ninth regiment were completed Saturday evening, and this instalment was intended for Companies K, I, B and E. An election for first lieutenant has been ordered in Company F, Ninth regiment. General Headquarters are now provided with discharge blanks, and hereafter men who are honorably discharged will be provided with papers proving the fact, and will also have something to show for their term of service. The muster field has been laid out in accordance with plans of Captain Hewins, of the First brigade staff. The different organizations will be located on high and healthy ground, and the contract for digging stone wells has been awarded. A well will be located on the right and left wing of each regiment, and at the rear of each battalion, so that the supply of water will be ample. A permanent provost guard house has been built, and also a stable for brigade headquarters. Several companies located in Boston have petitioned the Committee on Armories of the City Council for new uniform closets. The committee will hereafter have uniformity of material and style in the construction of closets in armories, and are at present awaiting plans before acting definitely on the petitions. A requisition for eight drums for the Fourth battalion of Infantry, Major Wellington, was filled last week, and the drums were sent down. The commander of the Fourth battalion has taken steps looking to the formation of a corps of sixteen drummers. The ninth annual reunion of the association of the Thirty-fourth Massachusetts Volunteers will be held at Springfield on the 14th inst. The veterans will assemble at the depot in Springfield at 10:30 A. M., and accompanied by a band of music, will march through Main street to City Hall, where the customary business will be transacted. The annual dinner will take place at Haynes' Hotel, at 2 o'clock, and the association of officers of the regiment will hold a reunion banquet at Haynes' Hotel in the evening. Captain Wells Willard will act as toast-master.

CONNECTICUT.—Brigadier-General Crauford has issued his orders for the encampment at Niantic, of the Second and Fourth regiments, August 24th to 29th inclusive. The Second company Governor's Horse Guards, Major Gilbert, made their annual excursion to Double Beach, Branford, on Wednesday. Music was furnished by Feleburg. When the bill authorizing the National Guard to use a portion of the State Reform School grounds for a rifle range, was being debated in the House, Mr. Cocks said "this shooting business was getting to be a nuisance." We have such people in New York and Massachusetts, nay, even in Washington, but they do not seem to carry the House with them. There is some grumbling about the camp being placed at Niantic, twenty miles from the nearest demijohn, but we are inclined to think that General Crauford is sound.

ELECTRICAL TORPEDOES.

In a letter dated New York Hotel, N. Y., May, 1874, Captain Hunter Davidson, late of the Confederate service, lays claim to the first successful application of electrical torpedoes or submarine mines in time of war, and as a system of defence. The substance of his letter is as follows:

The first idea of using torpedoes on the Confederate side, originated I believe with the Hon. S. R. Mallory, Secretary of the Navy, and he directed the distinguished Captain M. F. Maury, LL. D., to make experiments with a view to their general employment if practicable. I was selected as his immediate assistant. His work commenced in the spring of 1862, and continued for a few months only with electrical torpedoes. He had arrived at no definite conclusion from his experiments, in any particular when he left the Confederacy for Europe, and I was ordered to take charge, subject to orders from the Navy Department only, and remained so until near the closing scenes of the war, when I was relieved in command by Captain J. Pembroke Jones.

The means used in my electrical torpedo defences differed in every essential particular from those used by Captain Maury in his experiments. The peculiar construction of the mines, the methods of fixing them in position and connecting them with the cables and batteries; the determination of the quantities of powder to use at different depths and the effective areas, the batteries used for firing, and also for testing the mines, as well as the organization and equipment of the stations from which the mines were controlled, all formed a complete system devised by myself. The results of this system were that the first vessels ever injured or destroyed in war, by electrical torpedoes, were by the Torpedo department operating under my immediate command, and I may add the only ones, that I am aware of.

Those who are not well acquainted with the history of our civil war will find ample proof of my statements on file in the Navy Department at Washington, as also by reference to Admirals Porter and S. P. Lee, and Commander W. B. Cushing, U. S. Navy, for the fact that an efficient system of torpedo defences did exist on the James River during the war, and to the Hon. S. R. Mallory; Captain J. M. Brooke, inventor of the Merrimac, the Brooke Gun, and the deep sea sounding apparatus; and also to Captain Wm. H. Parker, formerly Superintendent of the Confederate Naval School, that I organized and commanded these defences, and was the first to make them successful. There are volumes of evidence to this effect that can be produced when necessary.

I hold letters from the three last named gentlemen, and from the late General R. E. Lee in reference to the efficiency of my Torpedo department—also a letter from the Hon. S. R. Mallory in which he says "I regarded your service as equivalent to that of a well appointed fleet or army," and this had reference only to the defences of Richmond. In fact when the system was nearly completed and inspected in person by President Davis, General Lee, and Secretary Mallory, it was immediately decided to withdraw large numbers of troops from that quarter for offensive operations elsewhere, it being well understood that the Union armies could not advance without the assistance of the Federal Squadron, which advance was for a long time effectually prevented by my system of Submarine defences. Many vessels were disabled or destroyed by mechanical or contact torpedoes, but such effect is known to be the result of mere chance, often as fatal to friend as foe, and produces no such demoralizing effect as the certain destruction which awaits any vessel attempting to pass electrical torpedoes.

In regard to the efficiency of the torpedo defences employed by me during the war, as compared with those of the present day, I have to say that I have been almost constantly on torpedo duty ashore and afloat since our war, making the subject a study in several foreign countries and our own, and have not yet seen any material improvement or development of the original system, and if we were at war with any great naval power to-morrow, I should prefer to rely upon it when the hour of trial came. There are several beautiful and ingenious methods devised by those who have had no practice in war, but my experience will not permit me to give them approval.

Now if we are to consider practical success as the test of an invention, have I not a right to this? Am I not as much entitled to it as Morse to the Telegraph? Howe to the Sewing Machine? Colt to the Revolver? And as many other men to their inventions whose success did not carry with it the original conception of the necessity for the invention, nor the first attempts to carry out the idea, nor in whose inventions as patented is there one original scientific principle? It is the effect produced by art in combination, and this is the basis of ninety-nine out of a hundred patents. And the first successful attempt to achieve an important physical object by original principles or art in combining those which are known, is the only test by which we can be governed in awarding a patent entitling one to an invention. If not where shall we draw the line of distinction? How shall we proceed with a patent office?

In the year 1860, Congress adopted by an almost unanimous vote my invention for "lowering, detaching, attaching, and securing boats at sea," and directed the Secretary of the Navy to purchase the patent right for the use of the Navy, which was done. The marine world had probably seen the necessity for such an invention since the days of Noah, and these is not one original mechanical principle in it. It is simply a combination. The invention was several years before the country, in scientific journals; was carefully examined and tested at sea in several ships by some of the best officers in the Navy and discussed during two sessions in Congress, yet I have never known any one to dispute my claim thereto.

The efficiency of electrical torpedo defences is so universally recognized at this day and they appear so simple to the initiated, that many of the "I know it" kind may exclaim, "Why I don't see any invention in the matter, for it has been long known that if a chance was got at a ship with so much powder under her, she was bound to go up." But then if so simple why did not Fulton or Bushnell in the early history of our country, or the Russians during the Crimean war stamp the fact upon the times, so as to render it, as it is now a system of defence that no nation dares neglect. And how did it become so? I trust to history for the answer.

If any one had had to contend with the abuse and sneers, and ridicule whilst in the performance of torpedo duty day and night, that fell upon me during the war, he would realize that as late as the summer of 1863, some of the ablest men of the day, did not regard torpedo warfare as worthy of consideration, and the very attempts of Fulton and of Bushnell, and of the Russians were used by those men in argument that my attempt would also be fruitless. Much of the light has to struggle through mediums of darkness and resistance, and gradually breaks in upon us. Our theories rarely assume a practical form, but as in many other circumstances so in naval and military matters we are controlled by theory (nearly every association having one of its own) until the test, the practice comes, and then in war we see how the mist vanishes and light appears! Some have made the lucky casts and win.

Can any one think of a war that did not cause him to wonder at his own want of forethought? How weapons and methods are changed! How rank is capsize! How he came out of the struggle other rounds higher on the ladders of science and of art!

And every discovery of a new or improved weapon proves to be a step towards greater civilization and peace.

Apocryph of the foregoing, I remember that a distinguished Admiral sent word to me when under a flag of truce during the war, that if I came down to his squadron again in a certain boat, (in which I had made the first successful attack with the "Lee-Spar-Torpedo") he would not respect the flag, as he did not acknowledge that I was engaged in civilized or legitimate warfare. This glanced from my armor as many a worse shot did from my own side, though for other reasons, for I felt that as he was the only sufferer then, he saw the matter from but one point of view, but that time would set it even as I replied in substance to the officer,—"responde finem." The end indeed was not far off, for the official reports of the day were that the Admiral took up my torpedo mines as the territory was conquered, and turned them against us; and certain it is that his squadron was soon after armed with the "Lee-Spar-Torpedo."

At the last meeting of the Board of Education of New York City, a letter was received from Governor Dix, enclosing one from Secretary Robeson, stating that the Governor's application for the use of a vessel of the Navy for the use of the Nautical School under the Board of Education, has been referred to the Bureau of Construction and Repairs, who would give it attention as soon as proper arrangements could be made. The application was under the act of Congress authorizing the President to detail a United States vessel for the establishment of a nautical school to the ports of New York, Philadelphia, Baltimore, and San Francisco. The Board of Apportionment of this city have appropriated \$50,000 for the organization of the school, which is not to be a penal or reformatory institution, but is intended to afford respectable boys an opportunity to acquire a thorough nautical education. After referring the Governor's communication to the Committee on the Nautical School, Commissioner Wetmore submitted a lengthy report of the Executive Committee on the Nautical School, stating that it was now absolutely necessary to appoint a principal superintendent, who would be authorized to take charge of the vessel as soon as she is designated by the Secretary, attend to her fitting up and see that she is completely prepared for the reception of pupils, and in such a manner as to insure the success of this highly important experiment, designed for the improvement of the marine service of this port. The committee have had presented to them for this position Commander R. L. Phythian, of the United States Navy, now in active service, who is highly recommended as fully competent by education, character and experience in the naval service to take charge of this enterprise. The committee proposed the following resolutions, which were adopted:—

Resolved, That Commander R. L. Phythian, of the United States Navy, be and he is hereby appointed Superintendent of the Nautical School established by this Board, provided that the President of the United States shall detail Commander Phythian for this service, as authorized by the late act of Congress in reference to nautical schools.

Resolved, That the salary of the Superintendent of the Nautical School be and the same is hereby fixed at \$2,000 per annum, to take effect from the commencement of services.

• The following additional resolution was offered by Commissioner Wetmore and carried:—

Resolved, That the President of this Board be and he is hereby authorized and requested to solicit the President of the United States to detail Commander R. L. Phythian, of the United States Navy, to be Superintendent of the Nautical School, established by this Board, for the port of New York, if, in his opinion, the same can be done without detriment to the public service.

Commander Phythian is a graduate of the Naval Academy of some 10 years service in the Navy, four years of which was spent at the Academy as instructor. During the war he was attached to the ironclads *Lehigh* and *New Ironsides*.

FOREIGN ITEMS.

The *Army and Navy Gazette* suggests a horrible catastrophe in the following: It was not "a trooper," in the ordinary sense of the word, who rode down the Prince of Wales on Thursday, but an officer of high rank, of long service, and of short sight, who plays a conspicuous part in one of the early volumes of that remarkable classic—and almost ancient—"Kinglake's History of the Crimea."

A VIENNA correspondent says:—"I stated in a previous letter that the real reason of the retirement of Baron Kuhn from the post of Minister for War was the discontent caused amongst the officers of the Army by the stringent regulations issued by the late Minister relative to promotion. This view is confirmed by the fact that one of the first duties of Baron Kuhn's successor will be to revise and modify the regulations in question, the Emperor having given instructions to that effect. Promotion in the Army is no longer to depend on the uncertain and often fallacious test of an examination, but on the qualifications shown by the officer in the actual discharge of his military duties."

The *United Service Gazette* of London tells of the serious result of a practical joke, played by some of the officers of "a distinguished regiment." It seems that a young officer, the junior lieutenant of his corps, was not regarded with particular favor by the rest of the officers, and that a short time since several of them, amongst whom was a captain, "for a joke," forced the to them obnoxious young gentleman into the cage of a tame bear. The disposition of the animal was not, however, known to the lieutenant, and he was so terrified that he soon after lost his senses. A yet more dreadful result followed. While in confinement, under restraint, the deranged man killed his keeper. The officers implicated belong to families of high rank.

It seems that there are native gun manufacturers in Northern India of great dexterity. A correspondent says: A blacksmith of ordinary skill at Loodiana is said to turn out capital Boxer cartridges, while the ironworkers of Sealkote can convert an Enfield into a Snider with the utmost correctness. In one instance the "job" was so neatly done that it was difficult to detect the difference between a Government weapon and that altered by the village blacksmith. And yet the whole of the breech-piece, including springs, was made at Sealkote. The rifle was sent to Calcutta for Lord Mayo's inspection, and Colonel Norgate offered to convert any number of thousands of Enfields within a given time, at three rupees eight annas each. After some deliberation, however, the Government considered that, though the work was remarkably cheap and solid, yet, for political reasons, this was a branch of industry not to be encouraged in our native subjects, and the matter accordingly dropped. There is a gunmaker at Meer Meer who produces long rifles which fire with greater accuracy up to 900 yards than any our arsenals supply. This worthy armorer is driving a great trade among the Khans and Kheyls of his neighborhood.

At a brigade drill in England, in the presence of a large number of persons, Lieut.-General Sir Charles Hastings Doyle presented to Thomas Adams, a private in the 42d Highlanders, a medal for distinguished services in the Ashantee war. The lieutenant-general read the correspondence which had taken place upon the matter, and also some remarks made in the *New York Herald* by Mr. Stanley, the correspondent of that journal. Those remarks were to the effect that Adams literally led the 42nd into Coomassie, whilst he himself became quite a target for leaden and iron slugs, but notwithstanding that, he bounded on "like a hound well set." Sir Hastings Doyle said Private Adams was one of the bravest men in the British Army, and he ought to be one of the proudest men in it. He (Sir Hastings) would give all he possessed to be in his shoes. Not only was Adams a brave soldier, but he was one of the best behaved men in the regiment. He was, he might say, a brave man, belonging to a proverbially brave corps, and the 42nd ought to be proud of him. He then handed the medal to Adams, who having come to the shoulder was about to rejoin the ranks, when the lieutenant-general called to him, "Here, my friend, give me your hand." Adams returned, and Sir Hastings Doyle taking his hand said, "I am proud to have the honor of shaking hands with a man like you. I hope you will live long to wear the medal; and I know that if you are ever on the field of battle again, you will act just as bravely as you did at Coomassie." The men then re-formed and returned to their quarters. Adams, who is a marksman, is quite a young fellow.

A VERY painful trial for the French Army, says the *Army and Navy Gazette*, has just been brought to a termination. The house of Cahen-Lyon has long furnished military equipments to the troops, and recently charges of dishonesty were brought against the firm. Amongst other things, it was declared that the house was in the habit of bribing the officers whose duty it was to examine the articles furnished, and the consequence was that no less than eighteen officers were placed at the bar of a criminal court charged with accepting bribes. The case did not come before a court-martial, as there were several

civilians tried at the same time. Most of the officers wore the Legion of Honor, and on appearing before the court they were requested to remove that badge of knighthood, which was not in keeping with their situation. Most of the acts incriminated took place before the war, and some of the bribes were ridiculously small. The jury, after giving its attention to the case for several days, brought in a verdict of "not guilty," and, consequently, amidst a great ebullition of feeling, the eighteen officers and the clerks of Cahen-Lyon were at once discharged. The officers were moved to tears. This trial will probably call the attention of the public to the very inadequate manner in which officers are paid; and as everything gets dearer and dearer, it will soon be absolutely necessary for a French officer to have some private fortune. During the trial an officer, in reply to a question put by the court, said—"I have five children, and I draw the pay of a captain." The charge against this officer, who has to keep seven in family on £10 a month, was that his wife had accepted a cloak from the Army contractor. As a French writer remarks, "There are two classes of men underpaid by the State—schoolmasters and officers; and a country which leaves those persons who bring up its youth, and who shed their blood in its service, in want, leave terrible weapons in the hands of critics." But what can France do now? She is about to nominate 12,000 officers to the Territorial Army, and she has no money wherewith to raise the pay of officers.

(From the London Broad Arrow, July 18, 1874.)

THE DECLINE OF AMERICAN SHIPPING.

LITTLE chinks let in much light. The other day there was a small paragraph of intelligence from Brussels, which has been unnoticed by the press, and is yet of first-class importance as a revelation of new relations, an admission of decline, and a presage of future evil. It was to the effect that the Washington Government had given notice of the termination of the Treaty of Commerce and Navigation with Belgium, concluded on the 7th of July, 1858. A twelve-month's notice is required, and so on July 1, 1875, the United States faces an entirely new condition of things, in which Great Britain is deeply interested, in common with all other nations who are concerned in commercial enterprise and the commerce of the sea.

So much for the chink, and now for its light. The war in the South, as is well known, changed the entire character of the American shipping trade. Not only were some hundreds of ships captured, burnt, sunk, or otherwise disposed of by the Southern cruisers, to the temporary annihilation of the maritime power of the United States, and the utter collapse of many marine insurance agencies, but the carrying trade was gradually transferred to foreign bottoms. The bulk of it fell into the hands of English shipowners, who constructed special vessels, devoted capital to the legitimate trade and to blockade-running, and who have held it ever since with a tenacity nothing seems likely to disturb short of a maritime war. American capitalists were paralysed, and what with heavy taxation and the determination to wipe off the war-debt—which is now seen not to have been wholly a wise policy, greatly as we have applauded it in this country—they have not been able to sufficiently recover to make shipping competition at all brisk. The coasting-trade is, of course, in the hands of native merchants and adventurers, but the heavy import trade, with much of the export trade, and nearly the whole of the mail-carrying ocean-trade has passed into other hands. At the present moment there are a number of ocean lines between North America and Europe, but, sad to say, only one is strictly American in character. The rest are in the hands of English, French, German, and Belgian companies. Now the Treaty of 1858 exempted all Belgian ships in American waters, and all American ships in Belgian waters, from dues of tonnage, anchorage, buoys and lighthouses. Two years ago a new Antwerp line was started, and when the first ship arrived in American waters the ordinary dues were claimed, and paid under protest, a reference being made to the treaty of 1858 and the exemptions we have noticed. Investigations followed into the provisions of a treaty that had almost been forgotten, and the money was repaid. The publication of the official correspondence on the question attracted the attention of the German, English, and French lines, who, through their respective Ministers, claimed to have similar exemptions, in accordance with the "favored nation clause," as it is called, of their respective commercial treaties. The immense decline of American merchant-shipping made this claim somewhat one-sided, and showed at once that as it could not be resisted the matter must be dealt with in another fashion. It has been under discussion ever since, and no signs of improvement having manifested themselves, last month the House of Representatives passed a resolution in favor of terminating the Belgian treaty, which, in its turn, was acceded to by the Senate, and due notice has followed. Next year, then, all the great lines will have to pay the usual harbor dues, without any possibility of remonstrance, and Belgium will fare no better than England, France, and Germany. In discussing the matter, the American press has made no secret of the real cause, and admits the decline of the shipping trade of the United States, as we admit ugly facts which we cannot honestly deny, and yet must unfeignedly lament.

The step will do no good. It will neither prevent foreign lines entering American harbors, and carrying goods to and from Europe, nor will it encourage native energy and capital to embark in a business already fully occupied. It is a melancholy evidence of the re-

sult of war—a result which was wholly unexpected, and which more than compensates us for any annoyances we may have experienced. Further, it illustrates the now familiar truth, that wherever capital is abundant there opportunity will give power. The Suez Canal was to ruin our Indian trade, and it has, perhaps, doubled it, because we had money wherewith to build special ships and to make the most of a new opening. We see the same thing in other matters. Great American schemes are floated with English capital. It is the great wealth of this country which enables us to build and maintain a costly fleet, and to waste money in experiments that will change the whole character of naval warfare. Yet, with her magnificent seaboard, the United States ought to excel us in ship-building, and be a strong competitor for the trade of the world. She has timber handy enough, and her iron-trade has scarcely suffered as much as ours has done from the fluctuations of the coal and the labor markets.

There are other consequences not to be overlooked. The United States is just as bad off for ships in her fighting as in her merchant navy. She is rapidly sinking from a first-rate into a third-rate naval power, and with little hope of recovery. The few new steamships she has resolved to build will not do more than repair the inroads decay is making in her existing fleet, and there is no apparent desire to enter into equal competition with European Powers. Buncombe is beginning to decline, and when it does not decline to look ridiculous. Mighty efforts might accomplish wonders, but naval monsters are not built by magic, and seamen cannot be extemporised, like spread-eagle orations and celebration speeches. The amount of special training in America for the fighting navy is very small, and thus the importance of a good merchant navy to fall back upon is more manifest. But it does not exist, even on paper. Coasting seamen abound, but they are utterly unfit for anything better than coast-defence, and they require long training to make them efficient for such limited services. A purely defensive war is not very likely, and would be almost as fatal as the last one, under conditions which are infinitely worse to begin with. As far as our vision enables us to penetrate, the United States would not be engaged in any war except as an ally of some European Power—say Russia. If the bulk of the European trade were in the hands of American shipowners they would have an enormous advantage over any single power with which they might be at war. They would at once be able to cripple his trade, whilst they would have a reserve of seamen who might be of use in active warfare for such small vessels as could be rapidly built. But, on the other hand, there would be less room for serious mischief by hostile cruisers, who might repeat the experience of the Southern fleet. Foreign vessels would either stop at home, or run the risk of detention and capture by small American monitors. The more heavily-armed war-ships of the enemy would also have a double duty to perform to protect the commerce of their own nation, and to assail the ports of the United States, or of the ally in Europe. But these duties would be rendered easy by the immense reserve of merchant seamen Great Britain could draw upon, were she so disposed, and were she the enemy, for the time being, of Russia and the United States. The joint absence or deficiency, both of a good fleet and a good merchant navy, is thus an indirect guarantee of the pacific disposition of the United States. She declines the European naval competition. She submits, with a good grace, to the exigencies of war. She deliberately allows herself to be distanced. She surrenders the only power which would enable her to maintain a leading part in any European struggle—a good fleet, and with no near or remote prospect of anything like recuperative energy.

SILVER PRESENTATION GIFTS.

THE Gorham Company, the well known silver-smiths of No. 1 Bond street, New York, offer the richest and largest assortment of choice articles in silver for wedding and presentation gifts and general family use to be found in the country. They were the designers and manufacturers of the ARMY AND NAVY JOURNAL prize cup presented at Creedmoor, and various prizes offered by the National Rifle Association, and the resources of their large establishment enable them to furnish regiments, companies or other organizations, at the shortest notice, with presentation pieces of silver modeled from special designs appropriate to the occasion.

MARRIED.

[Announcements of Marriages FIFTY CENTS each, and the signature and address of the party sending should accompany the notice.]

MULLAN-DOTT.—At Trinity Church, New York, on the 4th inst., by Rev. Dr. WEST, H. E. MULLAN, Lieut. Commander U. S. N., to Miss VIRGINIA B. DOTT, of Brooklyn, N. Y.

EWING-GREEN.—At Franklin, Vermont, July 28, by Rev. Mr. Munsell, First Serg. HENRY J. EWING, Co. I, 5th Artillery, to Miss WINONA M. GREEN, of Franklin, Vt.

MUNSON-REMY.—In this city, August 3rd, Mr. Charles R. MUNSON, late com'y sergeant, U. S. A., to Miss VIRGINIA REMY, of New York city.

DIED.

Brief announcements will be inserted under this head without charge. Obituary notices and resolutions should be paid for at the rate of two cents a word, unless it is intended to leave the question of their insertion to the discretion of the Editor.

BEARDSLEY.—At Navy-yard, Boston, August 8, 1874, ROBERT WARREN, infant son of Florence W. and Surgeon G. S. Beardsley, U. S. Navy, aged 14 days.

DUVALL.—On Thursday, July 30th, ROSE, child of Lieut. and Mrs. Wm. F. Duvall, aged six months and six days.

THORNE.—On July 27th, at Fort Wayne, Mich., after a brief illness, NORA, daughter of Lieut. and Susan Thorne, 22nd Infantry, aged eight (8) months two (2) days.

DESCRIPTION OF THE STEVENS IRON-CLAD BATTERY.

By the courtesy of Prof. Thurston, formerly of the U. S. Navy, and now consulting engineer of the commission for the sale of the Stevens Iron-Clad Battery, we are enabled to give this week a full illustrated description of the battery. The general dimensions of the hull, as given by Prof. Thurston, are as follows:

Length overall	401 feet
" between perpendiculars	390 "
Breadth	45 "
" over armor	54 "
Depth to main deck	24 1/2 "
Draught, maximum, fore and aft	22 "
Displacement at 22 feet draught	6006.02 tons
Area of immersed midship section	890.26 square ft.
Ratio of immersed midship section to circumscribing parallelogram	0.867
Ratio of displacement to circumscribing parallelepiped	0.544

The general appearance of the vessel, if completed as here proposed, will be that of a "Monitor" iron-clad, such as is illustrated in the plates which follow, one showing the appearance of the vessel on the stocks, and the other her appearance afloat.

Plates II. and III.
The form of the hull is shown in the diagram at the top of the next page. Plate I. Figs. 1, 2, and 4, on which are exhibited the lines as obtained by actual measurement of the completed hull. Figure 3 represents a cross section through the engine compartment.

The proportion of length to breadth—8.666 to 1—is that now usually observed in sea-going high-powered steamers, and is somewhat less than in those which represent the extreme limit yet attained. The lines are fair and fine, giving a sharp bow and the fine run which is essential to the efficient working of screw propellers. The proportions of the midship section, which has a breadth equal, very nearly, to double the intended draught, are such as are best calculated to make the vessel easy in a sea-way.

On Plate I, Figure 5, is shown the Curve of Displacement, as estimated from measurements taken by Mr. Isaac Newton, the Engineer in Charge during construction, and as checked by Prof. Thurston. The displacement per foot of draught at the intended load line is 424.19 tons, or 35.35 tons per inch. If considered proper, an additional displacement could be secured, giving a total of 6,329 tons at 24 feet draught, which draught can be carried over the bar at the entrance to the harbor of New York, and into every important seaport of Europe. The balanced rudder, shown in Figure 2 of Plate I, is one of the features introduced into the design of this vessel by its inventor, Mr. R. L. Stevens. The hull of the ship is double, the inner and outerskins being separated as shown in Figure 3, by a space varying from 22 1-2 inches at the bottom to 6 1-2 inches at the top of the inner portion. Seven transverse bulkheads are built, dividing the ship into distinct water-tight compartments. Two additional bulkheads are carried across the ship below the berth deck. Coal bunker bulkheads, forward and aft, and the several smaller bulkheads in the extreme ends of the vessel, still further strengthen the structure, and assist in securing immunity from liability to founder in consequence of injury to the hull. The hull is further strengthened by the bulkheads of the "turret chamber," which stiffen the whole structure by tying the decks, the coal bunkers, and the lower longitudinal bulkheads firmly together. The double bottom is not only made

water-tight as a whole, but is divided into spaces of 32 feet in length each, separated by water-tight partitions, formed by caulking frames and cross-floors. These spaces were to be fitted each with its own pipe leading to the bilge pumps, thus enabling them to be pumped out separately.

The stem of the vessel rises vertically, and is of a section ten inches by three. The cell-like construction of the vessel behind it, and the immense strength of this portion of the hull, will enable it to receive very heavy shocks without serious injury. The whole of this part may be torn away to a distance of thirty-five feet from the stern, by intentional or accidental collision, without endangering the safety of the vessel.

Three of the partitions in the bow being horizontal, formed by the extension of breast-hooks back to

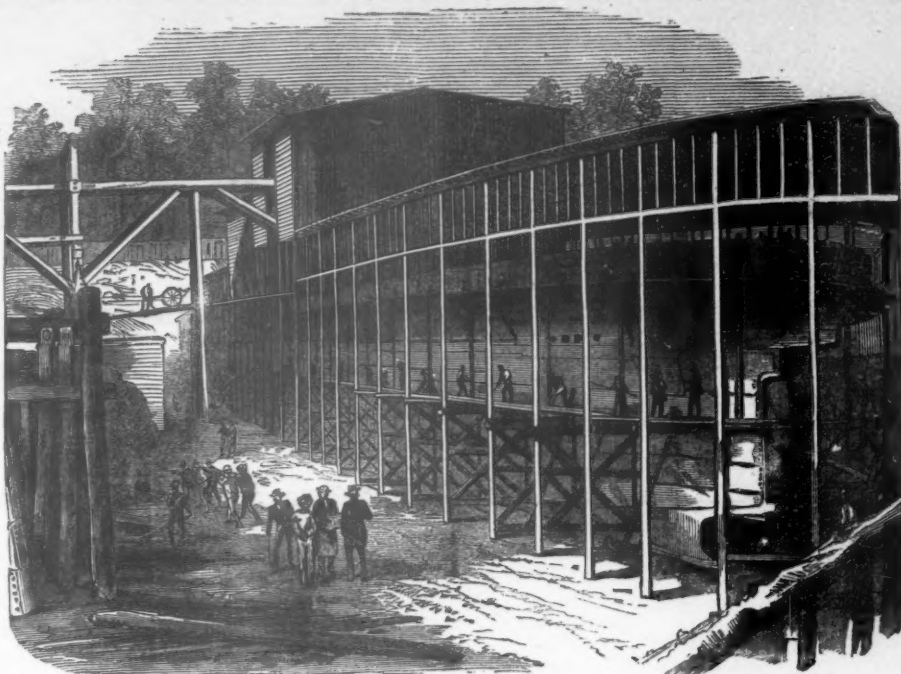


PLATE II.—VIEW OF THE STEVENS BATTERY ON THE STOCKS.

the transverse bulkheads, a projectile may penetrate, or a seam may start, at any one point without doing other injury than to fill one of these small compartments with water. The stern "overhang" is carried well out over the rudder, which it fully protects. It is prepared to receive armor plating like other portions of the vessel. The outer skin is composed of selected boiler plate, which is stated to have been tested, as received under the inspection of an officer of the Government, and received only when found to have a tensile strength of 60,000 pounds per square inch of cross section. Its tenacity is at least 20 per cent. greater than that of iron customarily used in the construction of iron vessels by foreign builders. The thickness of keel strake is one inch; the garboard strakes are five-eighths of an inch thick; the intermediate strakes are of half-inch iron, and the wale strakes are three-quarters of an inch in thickness. The keel strake is double riveted, as are also the garboard and two wale strakes. The riveting has all been done by hand with both care and skill. The inner skin is also of selected charcoal iron, of

The four full bulkheads nearest the middle of the vessel are of plating 3-4 inch thick. All joints are planed and fitted, and all lines of junction with the hull are carefully strengthened and made water-tight. Water-tight doors with packing are fitted to the passages leading fore and aft, at these bulkheads. The bulkheads are stiffened by angle iron frames. The four bulkheads immediately beneath the intended location of the turret are strengthened by angle iron frames, spaced 20 inches apart, extending from top to bottom. The coal bunker bulkheads are of 1-2 inch iron, are water-tight, and are strengthened by angle iron frames, 4x4x1-2 inch, riveted back to back.

The main deck is supported by heavy yellow pine deck beams, of scantling 14x14 and 16x14 inches, spaced usually 36 inches between centres. They rest, at each end, upon a heavy and very strong iron shelf, which serves also to strengthen the ship as a stringer. The beams are also secured to the skin of the vessel by strong iron knees, as seen in Plate IV. They are intended to be supported in the middle by a line of

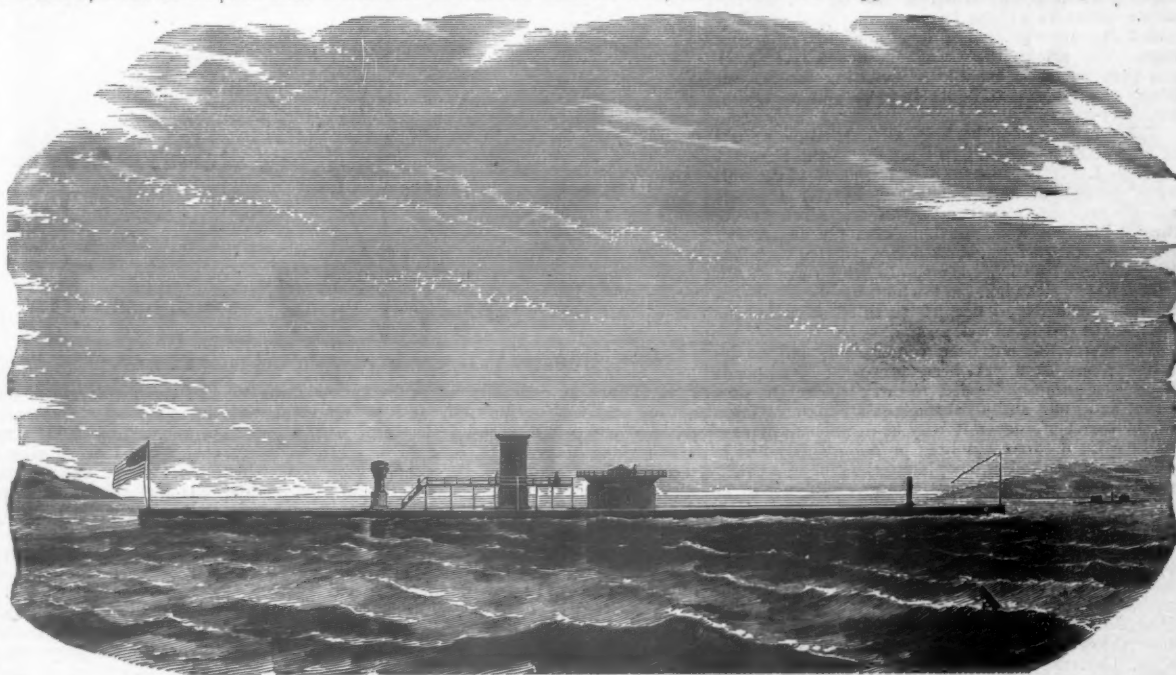
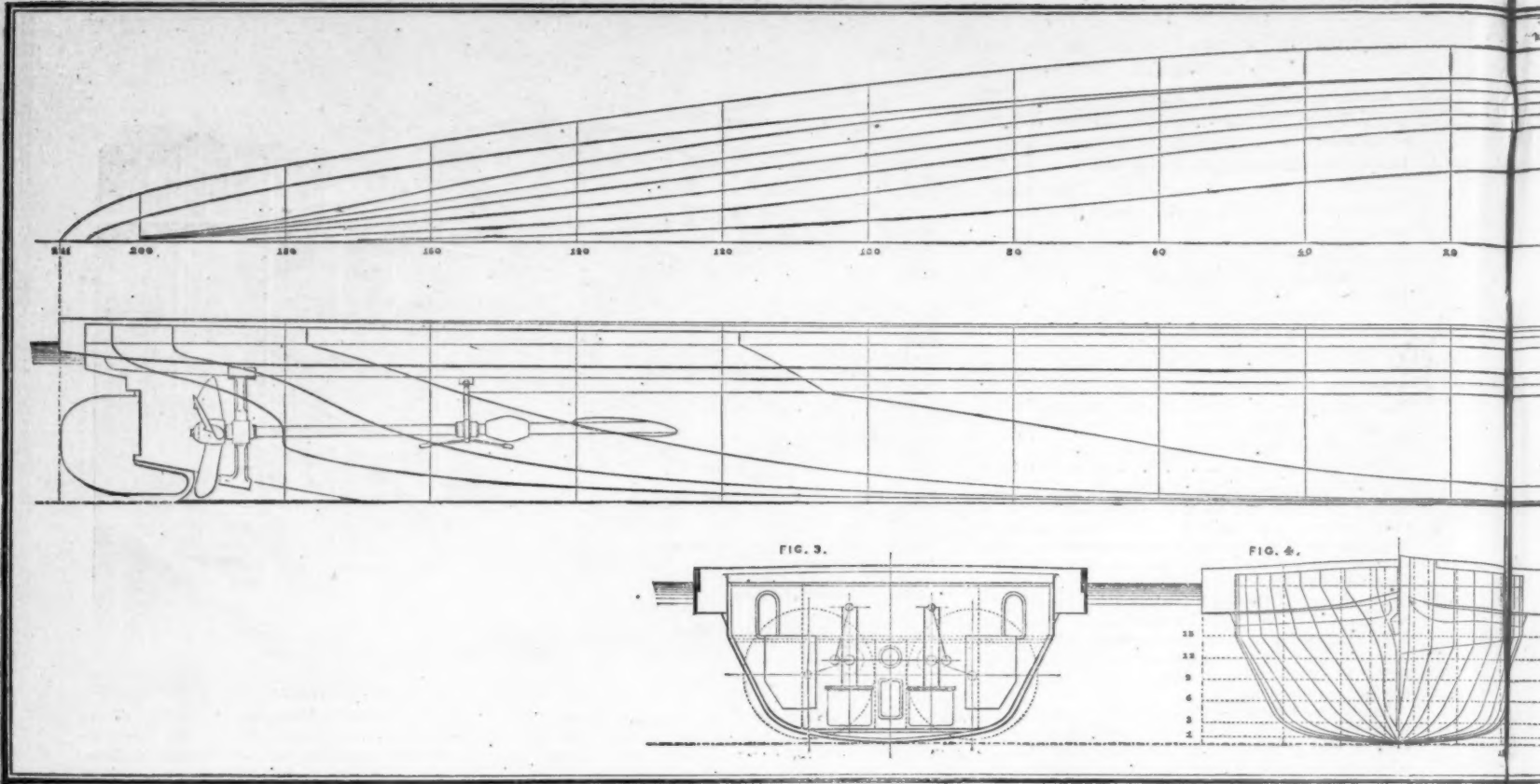


PLATE III.—VIEW OF THE STEVENS BATTERY AFLOAT.

"C No. 1" quality, such as is generally used only for boiler-plate. Its joints were all planed and fitted under the inspection and the direction of the engineer in charge, and the workmanship is unexceptionable. Its thickness is one inch for a distance of 193 feet amidships, 1-2 inch for a distance of 30 feet at the ends, and 3-4 inch at the intermediate portions. It is double riveted fore and aft, with treble riveted butt-straps for 240 feet amidships. The inner skin is carried up to the fourteen feet line and is made water-tight throughout, as already stated, permitting the rupture of the outer skin without endangering the safety of the vessel. This, with the division of the whole into short water-tight spaces by caulking the frames, is an insurance against even loss of trim by the penetration of the water throughout the space between the two hulls.

iron stanchions not yet in place. This deck is planked with selected Southern yellow pine, free from sap, shakes or other defects, and thoroughly seasoned. Its thickness is 8 1-2 inches throughout. It is not fastened down. The berth deck extends from the foremost bulkhead to the boiler compartment and from the stern to the engine-room bulkhead. It is supported by angle iron beams measuring 4x3x1-2 inches, and spaced 24 inches apart. The planking is laid with splined joints and is 3 inches in thickness, except under the anchor-hoister, where it is 4 inches thick. This deck is laid down and permanently secured in place.

No steps have yet been taken in the construction of either armor or armament. It was proposed to cover the main deck with plating 1-2 inches thick



fore and aft. The Side Armor is shown in section, in Plate IV., which also illustrates the construction of the armor shelf and backing, which are constructed and ready to receive the armor. The side armor is to surround the vessel, except at the bow. Thirty-five feet from the stem, a heavy transverse bulkhead meets the side armor and carries the same thickness of protecting plating, and a similar arrangement of backing. The thickness of armor plating proposed is ten inches from the level of the main deck down to a line four feet below, and thence five inches to the lower edge of the armor shelf.

The Backing is of wood, 44 inches thick. The inner course is of white oak, in heavy barks set on end, and thoroughly secured by a large number of bolts. The outer portion is of yellow pine timber laid horizontally and well scarped together. The upper portion of the armor is also backed by the whole structure of the heavy main deck, against which the upper portion of the armor backing proper rests. The side of the vessel exposed above water can thus be made capable of resisting far heavier blows than it would be likely to receive in action from any guns afloat.

The side armor and backing are carried on a shelf of iron plate, as shown in Plate IV., and in Figure 1 of Plate I. It is supported and secured to the hull by a sponson of half inch plate, by gusset pieces spaced three feet apart, and by an angle iron, at the line of junction with the hull, of x 4 x 1 inch section. As a security against decay, the backing has been saturated with crude creosote, which was shown by Professor Renwick, and which has been proven by subsequent experience, to be an effective defence against the teredo as well as against rot.

The turret has not been constructed, and no detailed plans have yet been prepared. Bulkheads have been properly located to carry the weight of a turret and guns, and no obstacle exists to the erection of the turret whenever it may be decided to place it on board. A turret has been proposed thirty feet in diameter, and the Engineer has estimated on a thickness of from 16 to 18 inches, the precise figure to be determined by the amount of other weight carried. The heaviest armor yet made abroad is 14 inches, and in our own navy 15 inches.

The Guns first proposed were two XX-inch U. S. naval smooth-bored guns, weighing 95,000 pounds each, throwing a shot weighing 1,040 pounds, with a charge of 300 pounds of powder. Rifles of XII-inch bore, throwing shot of equal or greater energy, would, Prof. Thurston thinks, probably be considered far preferable by the majority of ordnance officers. The energy of a shot of the latter description, on leaving the gun, may be estimated at about 10,500 foot-tons, and its penetrating power is sufficient to destroy plating 17 and 25 inches in thickness, with and without backing respectively. The Magazine was designed to stow twenty tons of powder, the shell-room to receive fifty loaded shells, and the shot-locker to stow two hundred twenty-inch shot.

It has been proposed to erect store-rooms for six months' provisions for two hundred and fifty men. As a "Monitor," a somewhat less number of men should suffice. The Water Tanks are three in number. Two are in place and one is ready to go on board. They have a total capacity of 2,800 gallons.

The speed of the vessel is estimated at 14.5, which

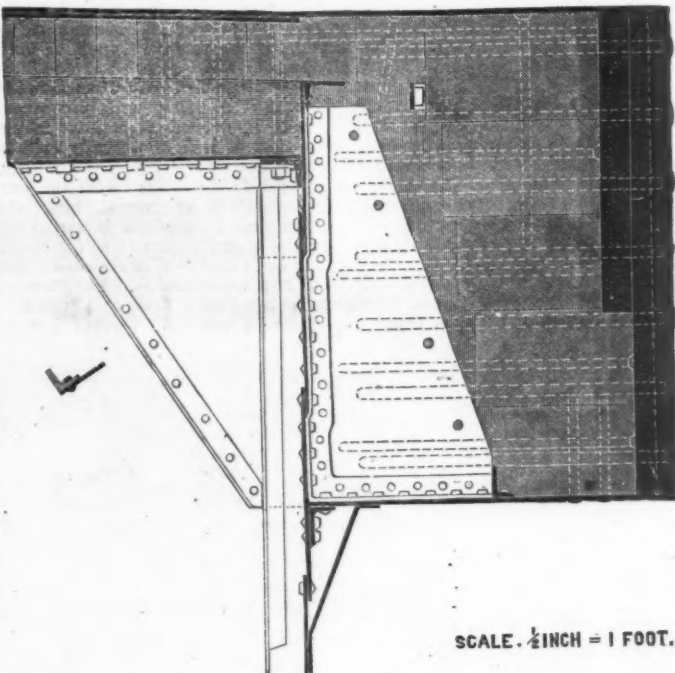


PLATE IV.—SECTION THROUGH THE SIDE ARMOR.

Prof. Thurston considers as probably accurate to within one-tenth of a knot, and to represent the speed of the vessel without driving; and a speed which should, he thinks, be readily attained, using eight boilers, and may be reached with six. The slip of the screws when steaming 14 1-2 knots, with sixty revolutions of the engines, would be 9.1 per cent. The probable maximum speed for continuous steaming is estimated at 15.75 knots; the slip becoming 8.895, slightly less than that obtained for 14 1-2 knots, as it should be at the higher speed.

No armored vessel in any navy has the speed here found for this ship, or approaches it. The fastest yet constructed has a sea-going speed at least a knot less, and the fleetest unarmored vessel in any foreign navy has less speed by three-quarters of a knot. The speed of 16 1-2 knots, which is considered as attainable under most favorable circumstances, exceeds that of any recorded trial performance of even the British iron-clad *Monarch*, the fastest of the fleet, by more than 1 1-2 knots per hour.

The length of such a vessel as this would ordinarily greatly interfere with the power of manœuvring within contracted limits, as in a small harbor. The twin-screws, however, have such area of disc, and are so readily and powerfully moved by their independent engines, that the ship can probably "turn on her heel," within a circle of a diameter but little exceeding her own length, in less time than would be occupied by a vessel of much less length, if provided with but a single screw. With plenty of sea-room,

the speed of the vessel combined with the special advantage of twin screws, will give a facility for manœuvring seldom, if ever, equalled by a vessel of such great displacement. Vessels with which this ship may be expected to be compared are probably such craft as the British iron-clads *Warrior*, *Bellerophon* and *Hercules*, or *Thunderer*, which occupy from 4 1-2 to 12 minutes in turning, and a space of from 400 to 650 yards in diameter. The balanced rudder largely reduces the force required to turn the vessel at speed, and, with a given force, enables the helm to be put farther over, and thus greatly reduces the time required in turning.

The displacement of the vessel, as carefully estimated by independent calculations by cross-section and water-line section measurements taken from the hull itself after completion, is shown on the scale given as Figure 5 in Plate I. Completing the ship as designed, the draught would be twenty-two feet and the displacement 6,006.02 tons. The weight of the hull proper, and machinery when completed, will be not far from 3,000 tons, or, including 800 tons of coal, 3,800 tons, leaving for weight of armor, armament, stores, and incidentals 2,206 tons. Allowing 700 tons for the last two items named, there is left 1,506 tons available for weight of armor and armament as an iron-clad.

The weight thus allowed for armor and armament is sufficient to cover that of side and deck armor, as shown in Plate IV., and, as already described with turrets thirty feet in diameter, nine feet high, and eighteen inches thick, and to leave sufficient buoyancy to support the proposed armament.

The following is the *Speed, Time, and Distance Table*, as estimated for the ship, at the draught, and with the co-efficients of performance as already given. The figures are given as a probably close approximation. Coal, 800 tons.

Speed in Knots.	I. H. P.	Coal per hr. per I. H. P. lbs.	Hours Run.	Days Run.	Distance, Miles.
16	6000	2 1/2	109	4.67	1744
15	5000	"	130	5.41	4850
14	4000	"	163	6.78	2282
12	2000	3	269	12.46	3488
10	1200	3 1/2	427	17.79	4270
8	800	4	500	20.83	4480
6	600	4 1/2	876	29.82	5256

The present capacity of coal bunkers is here taken

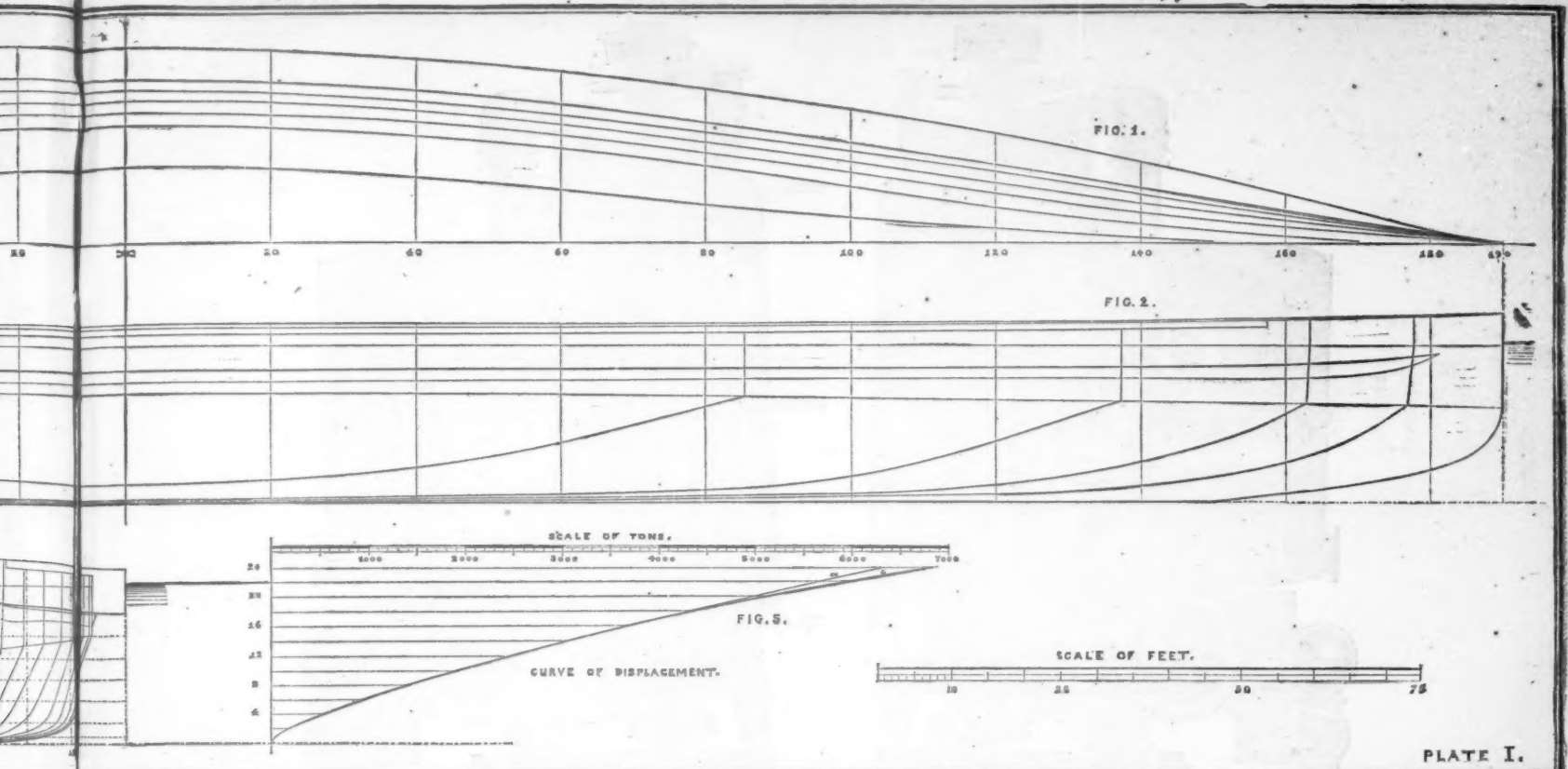


PLATE I.

on the assumption that it will be preferred to devote all surplus displacement to floating the maximum amount of armor, since it is probable that no longer voyage will become necessary at full speed. At the speed considered most economical for a naval vessel between stations, 6 knots, the number of hours steaming would be 876, or, a run of thirty days could be made, accomplishing a distance of 5,256 miles without coaling. At this speed, the engines are estimated as consuming 4 1-2 pounds of coal per horse power per hour, as such large engines would fall off greatly in economy when developing such low power. This assumed loss may, however, be excessive, as probably not more than two boilers would be worked.

The lines of the vessel, and the form of the transverse sections, are calculated to give moderately easy motion in a sea-way. The stability is very great, and her motion would be quick, and somewhat uneasy, if completed with high free-board. All vessels of the monitor class, however, are found to behave well in the heaviest seas, even when not peculiarly well shaped. The height of the metacentre above the centre of buoyancy, is 11.72 feet, and is 2 85 feet above the load line. The Moment of Stability, at a heeling angle of 15 deg., is $6,000 \times 11.72 \times 0.2588 = 18,200$ foot-tons, a higher value than is often obtained. This great moment of stability is largely due to the projection of the armor shelf.

The strength of general structure, the peculiar construction of the bow, and the great power of the vessel, make it a very effective Steam Ram. Steaming at full speed, and striking another vessel at rest,

the energy exerted would be $E = \frac{WV^2}{2g} = 60,000$ foot-

tons, nearly, or sufficient to raise the weight of the whole vessel ten feet. This is equal, in effect, to that of eight or nine 600-pound rifle, or six XX inch round shot, discharged simultaneously on the same spot. It is more than equal to the estimated energy of the projectiles of four of the proposed "81 ton rifles," recently designed at the British Admiralty. Such a blow would crush in even the armor-plated sides of any iron-clad yet constructed. The "handiness" of the vessel, as already shown in a previous paragraph, gives a facility in manœuvring which is a most essential advantage in the "ram."

ENGINES AND BOILERS.

The general dimensions of the main engines and boilers are as follows:

Number of steam cylinders.....	4
Diameter.....	72 inches.
Stroke of piston.....	45 "
Surface condensers, refrigerating surface.	12,650 sq. ft.
Number of screw propellers.....	2
Diameter ".....	18 feet.
Pitch ".....	27 "
Number of Boilers.....	10
Area of heating surface.....	28,000 sq. ft.
grate.....	876 "

The Main Engines are arranged in pairs, each of the two pairs driving a screw independently. Each pair has its own surface condenser and its own set of pumps, including a centrifugal circulating pump, driven by a small independent engine, taking steam from the main steam pipe,

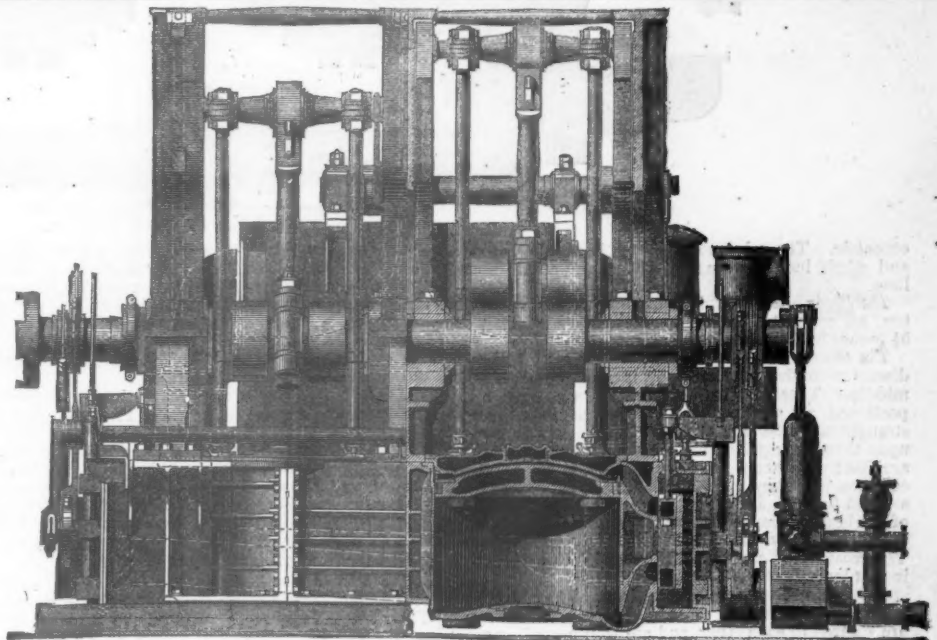


PLATE V.—SIDE ELEVATION AND SECTION OF ENGINES.

The Main Engines are of the vertical return connecting rod type, formerly known as the "Mandsley and Field Engine."

They are shown, in Plates V., VI. and VII., in side elevation and section, in end elevation, and in plan. These plates are reduced from the working drawings. This general design was decided upon as being at once compact, readily accessible, and convenient in operation, and as "stowing" well in a ship of which the form was too fine to admit of twin engines of other types.

The steam cylinders are four in number, 72 inches in diameter, and having a stroke of piston of 3 feet 9 inches. The Main Valve is a balanced three-ported slide, having a maximum throw of sixteen inches. The balance plate is similar to that used in the Dictator and other naval steamers. The valve slides between two scraped surfaces, in contact with each, no unbalanced steam pressure coming upon it from any direction. It has one inch lap on the steam side, and no exhaust lap. The main steam ports are 3 feet long and 7 inches wide. The exhaust ports are of the same length and 11 1/2 inches wide.

The valve is operated by a Stephenson Link as shown in Plate VI.

The weight of the valve is intended to be taken by "vacuum cylinders," suspended from the deck above, should the device be found desirable.

The Reversing Gear consists of an hydraulic cylinder, the piston of which drives a rack, which in turn moves a toothed sector on a rockshaft, or "tumbling shaft." This shaft carries an arm connected by a rod with the link. This work is all finely finished.

Expansion is obtained by means of a "girdiron" valve, situated at one side of the main valve chest, as shown in Plates V., VI., and VII., and driven by its own

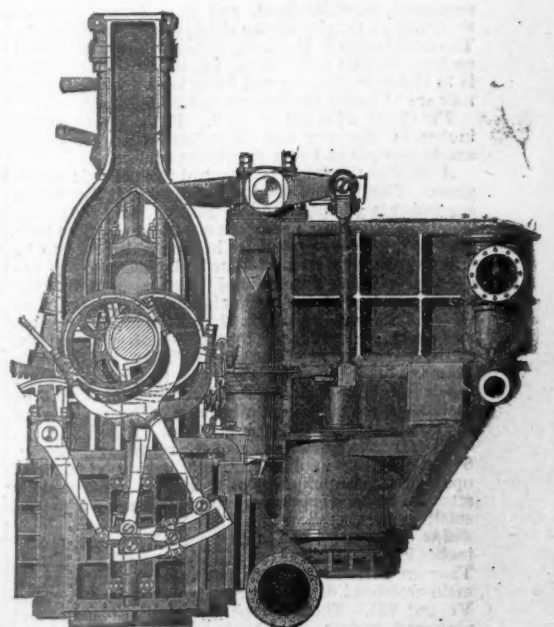


PLATE VI.—END ELEVATION OF ENGINES.

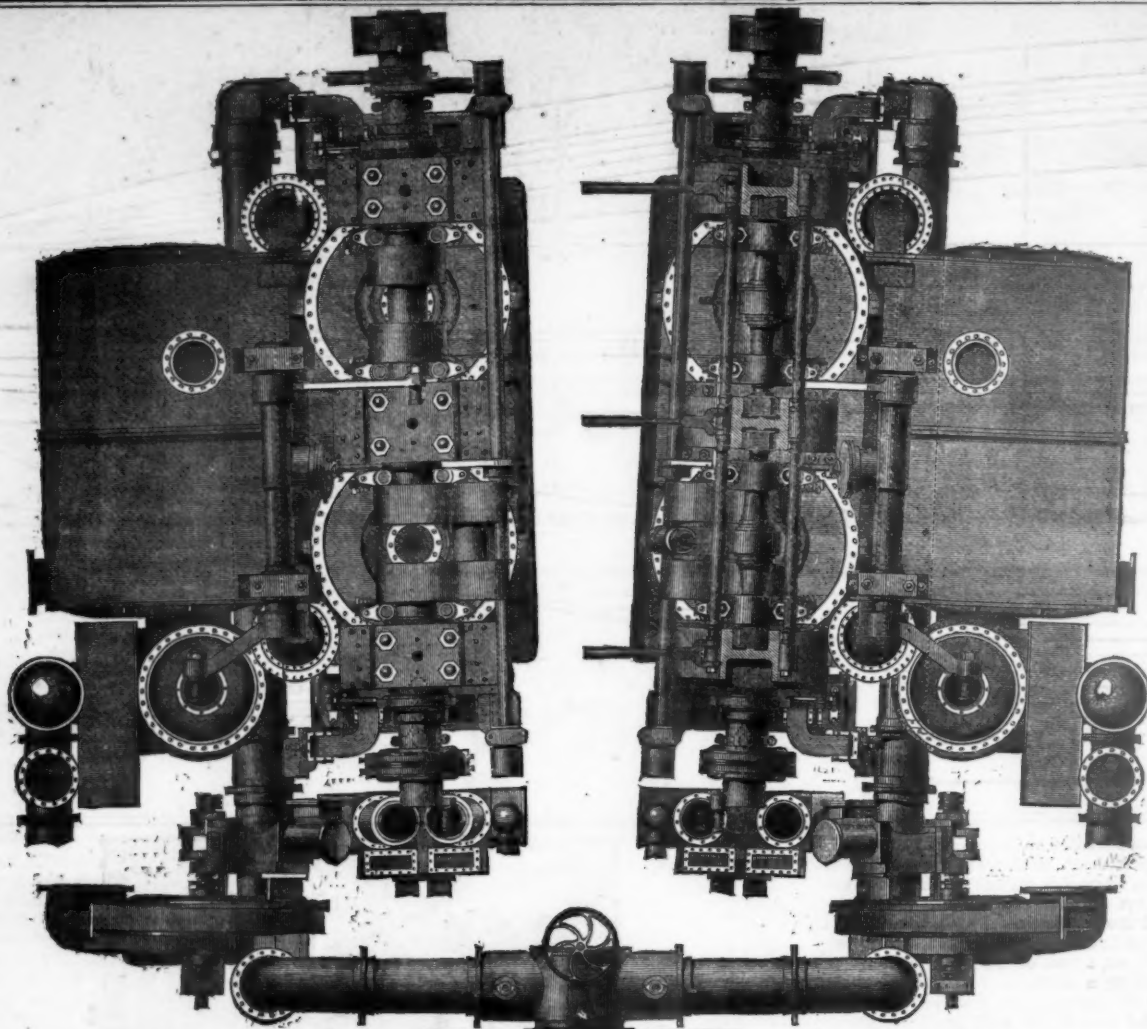


PLATE VII.—PLAN OF ENGINES.

eccentric. The valve ports, eleven in number, are one and a half inches wide and fifteen and a half inches long.

The *Piston Rods* are four in number for each piston, all connected to a forged cross-head. They are 5½ inches in diameter.

The *Connecting Rods* are 7½ feet long, 7½ inches in diameter in the neck, and 8½ inches diameter in the middle. These rods, which seem to be as lightly proportioned as any part of the engine, have ample strength to resist any pressure which can be thrown upon them in regular work. At their upper ends, they are fitted with straps, and are set up by means of the common taper key. At the lower end they have caps secured by bolts and nuts. The "brasses" are made of the best ordnance bronze, as are those of all other bearings. They are filled with anti-friction metal. The cross-head bearing is 11 inches in diameter and 14 inches long.

The *Main Frames* are of cast iron. They give large bearing surfaces to the cross head gibs. These frames are secured to each other, and are well braced by cross-ties and rods from opposite engines.

The *Crank Shafts* are forged in three pieces, connected by crank-pins and cranks, which were forged separately, carefully fitted, and then forced together so firmly as to give all the rigidity of a single piece. The total length is 24 feet 9½ inches. The diameter of each crank-shaft is 16 inches. The intermediate bearing is 16 inches in diameter and 3 feet long. The end journals are 16 inches in diameter and 2½ feet long.

The *Crank Pins* are of steel. The journals are 15 inches in diameter and 15 inches long. They have ample strength and area of rubbing surface.

A *Surface Condenser* is attached to each pair of engines. The tube plates are in place, and the whole condenser is complete and in position, with the exception of the tubes. These are not ordered. The total area of refrigerating surface in each is designed to be 6,325 square feet, or a total for both condensers of 12,650 square feet. The ratio of this area to that of the heating surface of the boilers is 12650:28000—0.449, of which the inverse ratio is 2.20, and the ratio of cooling surface in the condensers to the area of grate surface in the boilers is nearly 14½ to 1. This area is more than ample for the amount of work to be done. Each condenser is to contain 4,198 tubes, each 9 feet 6½ inches long and ½ inch diameter. The position of the condensers may be seen in Plates VI. and VII.

The *Circulating Pumps* are of the centrifugal variety, 6 feet 8 inches in diameter, and having a width of opening at the periphery of 3 inches. One pump is attached to each condenser, and is driven by a pair of small engines, as shown on Plate VII.

The *Air Pumps*, one to each pair of engines, are 44 inches in diameter, and have 27 inches stroke of piston. They are driven by a beam taking its motion from the main cross-head of the after-engine, as shown in Plates VI. and VII. These pumps are of the "bucket and plunger" variety. The bucket and the plunger are of bronze, and are in one piece. The valves are of india-rubber, with seats of composition like the bucket.

The *Feed and Bilge Pumps*, one of each to each pair

of engines, are driven by a crank at the forward end of the main crank shaft, as shown in Plates V. and VI. They have trunk plungers of "composition," 14 inches in diameter, with a stroke of 18 inches. The valves are of rubber, on composition seats, and are conveniently accessible.

The *Engine Room* occupies 35½ feet in the length of the vessel very nearly amidships.

The *Line Shafting* is coupled to the crank-shafts by clutch couplings, as is shown in Plates V. and VII. The shafting is of wrought-iron, turned to a diameter of 15½ inches, which exceeds the diameter estimated previously as safe for the crank shaft. Its length is 131 feet 4½ inches. It is in four sections, secured together by wrought-iron couplings. That part of the shafting extending outside the vessel measures 69½ feet. It is supported by hangers, as shown in the plate on which the form of the vessel is given.

The *Thrust Bearings* are situated at the inboard end of this line shafting, adjacent to the clutch couplings. Their length is 4½ feet. They have nineteen collars each. The directions of the shaft lines are divergent, as seen in the plan, Plate VII., their centre lines being 10½ feet apart at the engines and 16 feet 8½ inches at their outer ends, a divergence of 0.4366 inches per foot. They are also 14 inches lower at the outer ends than at the engines, this inclination being 0.164 inches per foot.

The *Stern Bearings* sustaining the shaft, where they pass through the side of the vessel, are of cast-iron resting in wrought-iron forgings. They are lined with anti-friction metal. Line bearings support the shafting at intervals of 15, 18, and 20 feet inside, and of 30 feet outside the vessel.

The *Screws* are of cast-iron. They are three-bladed, "true screws," having a diameter of 18 feet, and a pitch of 27 feet. The length of hub is 3½ feet, its diameter 34 inches. The total area of each blade is 27.197 square feet, of each screw 81.59 square feet, and of each "screw disc" 254.47 square feet. The engines are arranged to turn them in opposite directions.

Blowing Engines and Fans are completed and in place at the after end of the engine-room, and at the forward end of the boiler-room. These fans are each 8 feet in diameter and are each driven by one engine having a steam cylinder of 16 inches diameter and 14 inches stroke of piston. Two very large blowers are also on hand and ready to be mounted in the space below the turret, where their driving engines are already set up. They are 5 feet 2½ inches in diameter, and have a breadth of face of 3 feet 8½ inches. Their driving engines are single, with steam cylinders 16 inches diameter and 14 inches stroke of piston.

The *Anchor Hoisting Engines* have been completed and set up in their place over the chain locker, immediately abaft the armored bulkhead near the bow. The cylinders are 14 inches diameter and 14 inches stroke. The anchor hoister, or windlass, has not been built.

All of this machinery was built from Mr. Isaac Newton's drawings by the DELAMATER IRON WORKS of New York, and the material and workmanship are of unusual excellence.

There are ten steam boilers of the usual marine, horizontal, fire-tubular type, with furnaces and combustion-chambers below the tubes. The shell is rectangular in form, and well braced. These boilers are placed in one long fire-room, or "stoke-hole," and occupy 83 feet 8 inches in the length of the ship, the fire-room running fore and aft. Each boiler contains three furnaces, having a width of 3 feet 11 inches, and a height, including ash-pits, of 4 feet. No grates have been made. They are intended to be 8½ feet long in the after, and 6½ feet in the forward boilers. The distance from the grate to the crown of the furnaces is intended to be 23½ inches in front, and 30 inches at the back end. The front of each boiler is 13 feet 10 inches in length, and 14 feet in height. The depth from front to rear varies from 11½ feet in six boilers, to 10 feet 1½ inches in the two forward ones; the depth in intermediate boilers being 11 feet. Each boiler contains 432 tubes of 2½ inches exterior diameter, and from 7 to 9 feet long. The upper row of tubes is six feet below the top of the boiler. The total area of *Grate Surface* is 876 square feet.

The *Heating Surface* has a total area of 28,000 square feet, distributed as follows:

Tubes.....	23,390 square feet.
Furnaces.....	2,050 " "
Connections.....	1,890 " "
Tube Sheets.....	690 " "

Total.....28,000

Ratio of Heating to Grate Surface..... 32 to 1.

This high ratio of heating to grate surface should give great economy of fuel. The boilers have safety-valves, and blow and feed valves, in place.

Their *total weight*, including valves and pipes, is 255 tons. The *coal bunkers* are arranged in three groups—abaft the engines, between the engines and boiler compartments, and forward of the boilers. They are made water-tight, and can be emptied and filled with water at pleasure. They have a total capacity for 800 tons of coal. In addition to the amount which can be stowed in these bunkers, the space above the boilers and behind them is sufficient to stow 250 tons of coal, and the long fire-room, or stoke-hole, floor measuring 83½ feet in length, and from 7½ to 11½ feet wide, offers a large area upon which to place coal to be used at starting. A *forced draught* is secured by making the fire-room air-tight and forcing in the air required to support combustion by means of the blowing apparatus already described.

The total length in the ship occupied by engine and boiler-room is 119 feet 8 inches.

The total weight of propelling apparatus and machinery is, approximately the following:

Engines, shafts, screws.....	500 tons.
Boilers and attachments.....	255 " "
Water in condensers.....	25 " "
" " boilers.....	200 " "

Total.....980 tons.

The weight of the hull is 2,000 tons, and the total weight of the vessel, as offered for sale, 2,755 tons.

